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1977 UPDATE

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By the Editors of ELEMENTARY ELECTRONICS

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Dedicated to
the visionaries who
foresaw the utility
of two-way radio
for the common man.

Introduction

Many things have happened in the bright, new world of Citizens Band Radio during the past year, since publication of the first highly successful edition of this DICTIONARY OF CB LINGO. Most of the happenings have been good.

This new edition of LINGO will bring you up to date, not only with respect to the colorful, codified language used by CBers, but also about other matters relating to the purchase, licensing and use of CB equipment. So whether you are a newcomer to this exciting new world of personal radio communications, or already a veteran modulator, this book belongs on your reference shelf.

CB LINGO is not the kind of book you would skim through once, then throw away or pass on to a friend. You'll want to keep it as close at hand as your CB microphone, for several reasons. First, it will take time to become familiar with the meanings of even a fraction of the well over 2,000 CB expressions listed here. Secondly, speedy reference to the alphabetical listing will clue you in on the meaning of an unfamiliar expression used by someone out in CB-land who is communicating with you; there will be no need to advertise to your modulatin' Good Buddy—or to hundreds of other strangers who are probably "Reading Your Mail"—that you are still a neophyte CBer.

And there's more. You needn't learn a thing about complicated radio communications theory to become an active CBer. Nonetheless, at least passing familiarity with the more common technical terms relating to CB hardware can make you a sharper shopper when you buy a CB transceiver or related accessory equipment. Moreover, a little technical knowledge will help you become a more interesting and sought-after CBer than those dull-boy "Breakers" who can think of nothing to say other than to make endless "radio checks" and requests for "ten-twenties." THE GLOSSARY OF CB TERMS defines all essential technical expressions you are likely to encounter; this glossary has been edited carefully to eliminate terms of little or no value to the average

CBer because our objective is to clarify rather than obfuscate the operation of CB equipment.

Other practical information you will find in this handbook includes the new official APCO 10-Signals Code, plus several special purpose codes, including the 12-code adopted by those truckers who resent the hijacking of their original 10-code by four-wheeler CBers.

One of the most practical applications of mobile CB equipment is to check highway travel conditions, especially by monitoring channels used by truckers. These "trucker channels" vary from state to state. So if you are heading cross-country with your mobile CB under the car dash, be sure that your DICTIONARY OF CB LINGO is in the glove compartment, ready for reference each time you pass into a new trucker zone.

But a few more words about the "Lingo" section of this book. Literally thousands of hours of actual CB conversations were monitored during the months of field research that preceded the writing of this guide. Hundreds of active CBers were interviewed at CB club meetings, conventions, and on the open road. Dozens of CB organizations, including REACT, ALERT, and REST/Marine, as well as local and regional CB organizations around the country cheerfully cooperated in helping us assemble what we believe is the most complete and comprehensive CB dictionary and phrase book ever published.

We invite you to compare this dictionary with other CB handbooks on the market. Some may, superficially, look like better bargains because they have more pages. If you like thick books, just because they are thick, by all means buy them. It's a free country. On the other hand, if you want a complete reference guide that is *uncluttered* with pretentious padding—like reprints of unreadable FCC regulations, or endless "examples" of CB conversational chit-chat—you have your hands on the proper choice. The FCC will send to you, free, all the fineprint you will ever want to ignore. And why *read* about manufactured "typical" CB conversations when you can hear the real thing with the flick of a transceiver switch?

But hearing doesn't necessarily mean *understanding.* Which is why you need this comprehensive guide to the imaginative, wild, and often outrageously hilarious jargon that has been invented—not by academic keepers of the English language—but by truckers, hill-billies, law enforcement and military personnel, teenagers, businessmen, housewives and many others. In truth, CB Lingo is a "People's Language" all the way! And this dictionary, plus your own CB transceiver, will provide all the information you need to both understand and use it.

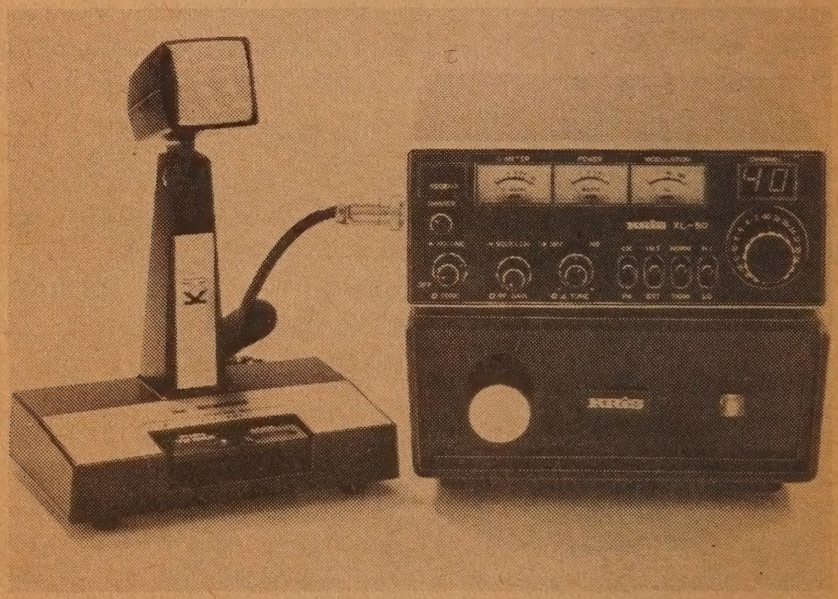
Chapter 1

CB Radio's Sudden Boom

Citizens Band radio has become a full-fledged cultural phenomenon and the cryptic, sing-song jargon that dominates the CB airwaves has already begun to work itself into our everyday language. Even those millions of citizens not yet personally involved with CB have been exposed to at least some of the colorful language through records, motion pictures, and television entertainment and news broadcasts. Truly, CB represents the biggest communciations boom since the introduction of wireless radio.

The statistics prove the contention. By the end of 1976, more than 7,500,000 citizens had obtained Class D licenses authorizing them to legally operate CB equipment. But the actual number of users was far larger, since an estimated 35% of all users were thought to be unlicensed. Thus the total operator count could be increased to perhaps 11- to 12-million. But even licensed operators are permitted by law to give members of their immediate families, and business associates, permission to use their equipment under the single licenses. It's anyone's guess how many more millions should be added to the total

Courier's Rogue 40 mobile rig has a Public Address option which is controlled by a front panel switch.



Kris XL-50 AM rig offers three front panel meters for continuous display of power output and percent of modulation as well as signal strength. The transceiver can be ordered with base station power supply and dynamic microphone, as shown.

user tally.

Meanwhile the ranks of CB enthusiasts continue to grow at a steady pace, and sometimes at almost unbelievable rates. For example, in January 1977 alone, the FCC processed almost a *million* license applications! Clearly, it is easy to accept a trade estimate that from 5- to 6-million more Americans will join the ranks of CBers in 1977, and that from 8- to 9-million new radios will be sold (remember that many CBers buy at least two transceivers—a mobile unit to use in the car and a more elaborate base station for in-home operation).

Literally everybody these days is joining the surge to CB, not the least of whom are millions of motorists, housewives, boaters, farmers, sportsmen, campers, hitchhikers, and (not to be left out of a good thing when they see one), a whole new breed of ladies of the evening known as "highway hookers" and "pavement princesses." CB has, indeed, arrived, and its impact on our social and cultural make-up may be as profound, and as lasting as that of television itself.

RCA, General Electric, and Motorola, giants in the U.S. electronics industry, have moved into CB in a big way. Already there ahead of them are literally hundreds of smaller manufacturers and importers who joined the gold rush in earlier days and are attempting to hold on to their market shares in the face of stiff competition for a market now worth billions. (The giant in the field, however, was, is, and will continue to be Radio Shack, which not only makes one of the best lines of CB equipment, but also owns 4,800 retail outlets where the only brand of equipment available is Realistic, Radio Shack's own house label.)

Contrary to popular opinion, CB radio is not an overnight creation. The Citizens Radio Service was the brain-child of the late E.K. (Jack) Jett, a former chief engineer and later commissioner of the Federal Communications Commission. During the mid-40's the FCC assigned frequencies in the 450-460 MHz band for citizens' use but, for a variety of reasons, the new service failed to catch on with the public. Then, in September 1958, the Commission created the Class D Citizens Band, using frequencies in the 11-meter band that had formerly been assigned to radio amateurs. Over the next 15 years fewer than one million CB licenses were issued.

Then, like an electrical storm shattering a summer sky, in 1974 the Arabs imposed their oil embargo and nearly pinched off America's petroleum pipeline. Almost immediately, mile-long lines formed in front of every gas pump in the country and some motorists even discovered that a lot of useful information about which station had gas and which had shorter lines was being passed over the airwaves via a nifty little below-dash radio called a "CeeBee."

Soon, Washington had exacerbated the situation by imposing a national 55 mph speed limit. Most motorists found it difficult, if not im-

possible to stay under the strict new speed limit and, virtually overnight, most drivers were turned into minor criminals. For over-the-road truck drivers, however, whose livelihoods depended on their meeting strict delivery schedules, this new "double nickel" limit had become an instantaneous nightmare. The truckers' instant answer to this bad joke was the mysterious appearance, almost overnight, of silvery little stalks which began sprouting from the cabs and cockpits of tens of thousands of truck tractors all over the country. The trucker, at least, had discovered CB, and it wouldn't be long before the rest of the world caught on as well.

In January, 1973, Federal Communications Commission records indicate 26,682 Class D Citizens Band license applications were processed. In January, 1975, that number of licenses had more than

It's all 10-4 with Joan and Bob as they head to the lake. Help, should it be needed, is only a push-to-talk away. Nevertheless, this CB rig scores in the fun department when big fish are reported or the drinking flag is spotted flying from a passing pleasure craft.

tripled to 79,375. In the interim, independent truckers all across the country, infuriated at escalating gas and diesel prices, continued fuel shortages, and the maddening fifty-five mile per hour speed limit, had simply decided one day to shut down. Early one January morning in 1975, therefore, literally tens of thousands of the big rigs were driven up to bridges, toll gates, tunnels, and expressway exits and entrances. Stacked up in lines several miles long, they sat there, abandoned by their drivers who had simply taken the keys and walked away. This quixotic effort accomplished little for the trucker, who was soon forced by economic reality to abandon his shutdown and get on with the business of delivering a nation's goods. What it did do, however, was introduce CB to the public at large. The entire truckers' strike had been engineered and orchestrated by Citizens Band radio and suddenly, there was Walter Cronkite on the seven o'clock news, telling everybody in the country about this new little gadget, "the trucker's toy and joy," the CB radio.

The CB boom was on! In 1974, somewhat under half million Americans applied for CB licenses; in 1976, almost 5 million people applied for new licenses or renewals. And as already noted, that application rate will probably be matched or exceeded this year.

Several FCC actions—paradoxically conceived in response to developing chaos in the CB arena—served to stimulate even greater interest in personal radio communications. First, the agency reduced the cost of a Class D license from $20 to a mere $4; later even this token payment was eliminated when it was ruled unconstitutional by a federal court. It now made little sense for anyone to operate illegally and risk a stiff fine or even a jail sentence. Nonetheless, some died-in-the-wool anti-establishment types persisted in illegal operation, sometimes because they wanted to continue operating with over-powered equipment or in prohibited frequency ranges.

The second action taken by FCC, in response to mounting protests about long delays in the processing of license applications, was to provide temporary licensing procedures that allow a newcomer to put his new equipment into immediate use, while awaiting the arrival of his permanent (5-year) license.

The third FCC action was the expansion of the original 23 communication frequencies ("channels") to a total of 40, as of January 1, 1977. This action had much to do with catalyzing the flood of license applications—almost one million—received that month. First, many people had a chance to buy excellent transceivers at real bargain prices as manufacturers and retailers made every effort to unload huge stocks of 23-channel units before the sale and use of the 40-channel models became legal. And as 1976 drew to a close, thousands more purchased

the newer 40-channel models in the firm belief that they could thus avoid coping with the crowded conditions so apparent on the original 23 channels. True, the 17 new channels brought some much-needed relief for those able to switch to 40-channel units: but the crowding is certain to redevelop as millions more join the CB family each year.

All these FCC actions made it easier for anyone 18 years or older to become involved in CB. But that does not of itself explain *why* so many people are interested in this form of communication. Let's consider some of the benefits of CB radio.

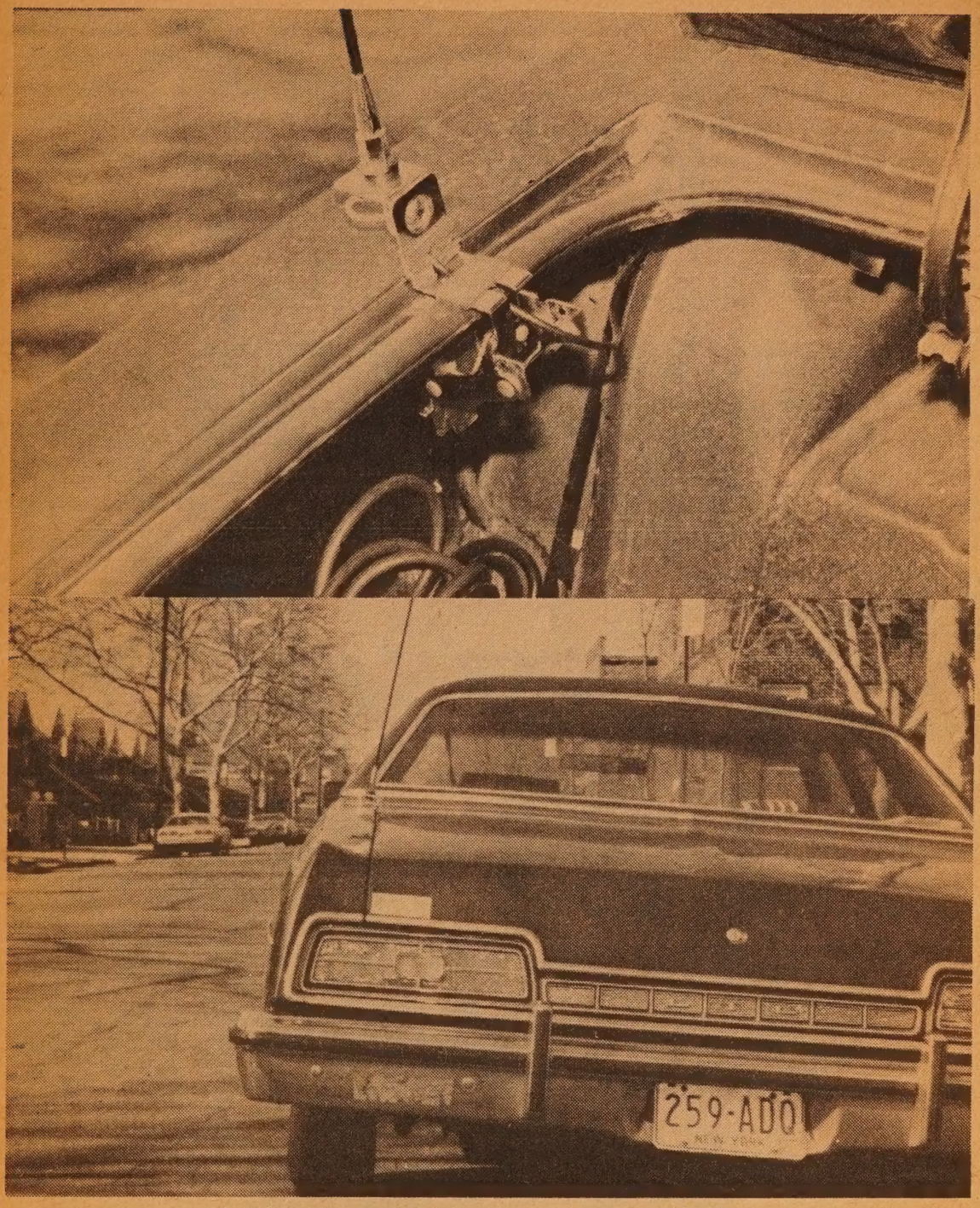
There's almost no limit to the potential uses of CB or to the numbers or types of people who can use this radio service which truly belongs to the citizens. While truckers and motorists are the obvious beneficiaries of the easy exchange of road, weather, and police reports, thousands of others are able to take advantage of the public assistance monitoring services originally established to take highway distress calls (on Channel 9). Natural disasters, fires, explosions, any emergency, in fact, can now be reported almost instantly over CB, which often is the only means of communication available. Farmers, businessmen, construction workers, sportsmen, all use CB as a free, wireless telephone, another addition to their communications arsenals. Housewives find themselves in closer touch with friends and neighbors (and much more likely to hear from their husbands out on the road). CB is a godsend for shut-ins and senior citizens who are otherwise isolated from the community.

A citizens band radio can be installed in your home or office, mounted in a vehicle, or carried with you wherever you go. You can use CB two-way radio in your car, truck, recreational vehicle, boat, mobile home, airplane—even your golf cart. The possibilities are practically limitless. Use CB for business, for personal communications, or both. The uses you personally can make of CB will depend on your occupation (salesperson, farmer, trucker, serviceperson, doctor, accountant, lawyer, plumber, private detective, rancher, etc.), how you spend your leisure time (traveling, hunting, fishing, boating, camping), and where you live (city, country, desert, small town).

You can use CB to provide communication between your car and your home or office, or between your home and office. A nurse or doctor may use it to keep in touch with a hospital or a particular patient. Commercial services can use CB to dispatch their cars and trucks.

CB can prove indispensible for calling home if you're stuck in traffic and will be late for dinner. You can use it to call your spouse if you need extra groceries or want the cleaning picked up. You can even use CB to stay in touch with your babysitter while you're out shopping.

Two-way Citizens Band radio communications are used by the Forestry Services, ski patrols, TV technicians, surveyors, electricians, construction crews, and dozens of other outdoor occupations. Boaters



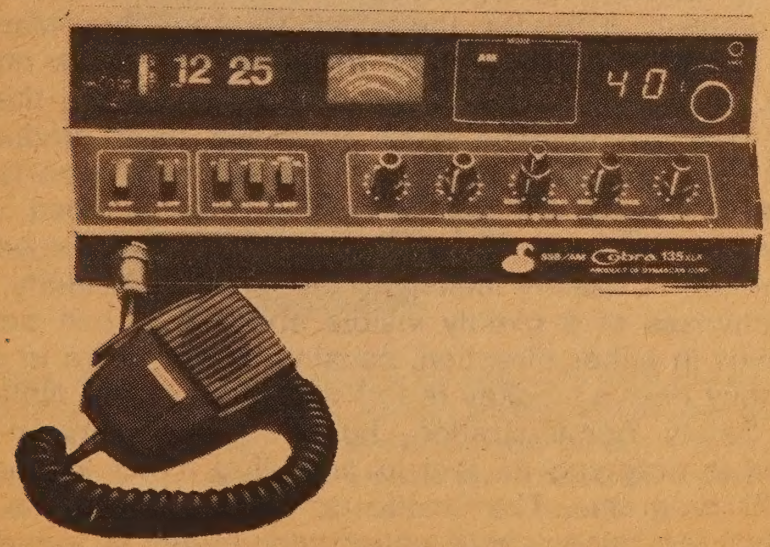
Leave a CB antenna or antenna mount exposed on your car and you are inviting a Midight CB Sales' supplier to visit the under-dash or trunk of your four wheeler. So think disappearing CB antenna and mount! Our friends at Channel Master came up with a nifty package that includes the mount and antenna with cable. Takes only 10 minutes (15 for editors) to secure the mount to the trunk door frame, and away you go! Top photo shows installation up and door to trunk ready to close. Bottom photo shows Ford LTD ready for Channel 19. If not, just open the trunk door, drop the antenna inside the trunk, and close the door. That simple.

No, Claude Akins is not being arrested by a Smokey in a tin can! Claud is shaking the hand of Shakespeare's "Knight of the Road," who symbolizes Shakespeare's royal line of antenna products. You can bet that some of the Channel 19 Smokey reports come from eighteen-wheelers traveling down concrete ribbons using Shakespeare antennas.

use CB for low-cost, convenient ship-to-shore communications. Auto racing teams use it to communicate between driver and pit crew. In an increasing number of areas, you can even use your CB to call ahead and make reservations at hotels, motels, and restaurants as you travel along the highway in your car. And you will certainly find CB far more helpful than even the best of road maps if you find yourself lost in a strange town or out on the highway and uncertain of the right turnoff or exit.

Not everybody in CB Land, however, has the public interest in mind or at heart. A burgeoning wave of CB crimes has created a growing problem for law enforcement agencies everywhere and thefts of CB mobile units themselves now constitute a major new crime statistic. Police departments across the country report that mobile CB radios are being used increasingly in holdups and burglaries. CB sets themselves are now one of the favorite targets of street thieves. The Los Angeles Police Department, for example, reports over 500 mobile units are stolen every month. Game poachers use CB to outwit conservation officers. And even though Department of Fish and Game spokesmen say official communications codes are used and changed almost monthly, the CB poachers "always seem to know what we're doing before we do."

Highway hookers or pavement princesses have taken themselves off the street corners and now cruise the highways equipped with CB mobile units to contact their "johns." Truck stops ("hooker havens"), roadside restaurants, and motels have replaced the old city-bound "flop houses" as their stomping grounds. These "dresses for sale" have



Cobra 135XLR SSB/AM base station has a built-in 24 hour clock/timer which can be used to turn the unit on automatically.

become so common that a hit tune, "Rosie on the Ridge," has even been written about them.

Waves of bank and shopping center holdups aided by CB have begun to occur periodically. However, as with most crimes, there is usually one thing the CB criminals always forget about. Although they may have discovered the virtues of CB radio in setting up and orchestrating their crimes, the airwaves are so crowded these days that (assuming the crooks can find a clear channel) there is a good chance law abiding CBers will overhear their plans and report back to the police long before the crooks have even left the scene of their crime.

Shifting dramatically from their earlier stance against CB, many law enforcement officials are now of the opinion that the new CB communications boom is actually a boon to police work. In one state after another, police records reveal that hundreds upon hundreds of law-breakers—both big and small—are apprehended because alert CBers radio information to the authorities, either directly or indirectly (by calling a base-station CBer who then telephones the police).

In fact, early this year a National CB Radio Posse, with headquarters in Miami in the offices of the American Federation of Police, was started by its current president, the chief of police in Bath Township near Akron, Ohio. Members of the posse are not police officers, nor are they paid. They are simply volunteer CBers who operate as eyes and ears for the police. According to news reports, the posse is already making itself felt among the crooks. In one city the CBers put in close to 2000 calls in one month, with arrests resulting which included charges of burglary, armed robbery, rape and even murder.

Initially, many police officers resented the growing habit among CBers traveling the nation's highways of warning each other about the locations of highway police on the watch for speeders. Many still are irked by this practice. But most state police and local law enforcement agencies are, in fact, now sanguine about CB. Generally, they say, the mobile CBer has to spend so much time and effort finding a clear channel and then digesting the resultant "smokey reports" that he has forgotten to speed. Further, they add, most "speed traps" are there principally to serve as visual admonitions to "stop speeding" and their effectiveness is usually limited to line-of-sight visibility. Now with CB, the effectivness of a plainly visible speed trap can be extended five or ten miles in either direction, causing most drivers to slow down the moment they hear a smokey report over the air. The National Highway Traffic Safety Administration, however, has some reservations about CB and is dragging its feet in providing funds to finance highway-patrol CB programs. The Traffic Safety Administration has been concerned, for one thing, about police monitoring of a radio service intended for citizens' use and the effects that might have on an in-

dividual's right to privacy. The Administration is also troubled by CB's undependability under certain atmospheric conditions which create a phenomenon known as "skip," causing the radio signal to be received hundreds or even thousands of miles away (instead of beaming in on an intended local receiver. "We are concerned," notes an Administration official, about the government's sponsoring a program in which a citizen will call for help and we may not be able to provide it. Still, the government has approved a program which will make funding available to state police organizations for the purchase of CB equipment—provided that troopers also call for voluntary citizen participation as part of their CB monitoring programs. Their aim, of course, is to create a nation of CBers who are concerned about road safety.

To the Federal Communications Commission, Personal Radio Services Division (the section directly concerned with Class D Citizens Band radio), noncompliance with the rules is the biggest problem. In particular, there's considerable concern about the illegal practices of transmitting above the four-watt output power limit or on frequencies outside the CB band. The self-centered ignoramuses who persist in these abuses either do not understand, or care, about the possible consequences of their actions. For example, an airliner's instrument landing system might easily become jammed and the plane's entire

"Stick 'em up," is not cowboy or CB lingo—it's what you do with self-adhesive-backed stickers, bumper stickers and patches from the Rambling Redskin. Three of the Redskin's many products CBers get stuck up for are shown here—there's much, much more. Get all the details from Rambling Redskin, Dept. DM-1, P.O. Box 564, North Bergen, NJ 07047. By the way, Rambling Redskin is the handle for S. Russel who's been using it way back in 1958 when CB started.

remote control system could be thrown out of kilter if a CBer in the area happens to be using an illegal power-boosting linear amplifier.

Moreover, illegal overpowered operation of CB transceivers also contributes significantly to television and FM interference. Citizens Band is getting a very bad name all around the country as irate hi-fi fans and TV watchers demand that something be done to curb CB use. It's another case of the majority of innocent people being blamed for the actions of an irresponsible few—in this case the users of linear amplifiers. Any CBer who operates in legal manner should have no hesitance about reporting to the authorities any evidence he has about such illegal acts. If law-abiding CBers do not help police the Citizens Band, they may one day lose all such communication privileges.

Field enforcement by the FCC of its rules and regulations can hardly keep pace with the enormous increase in the number of CB operators who are crowding the airwaves. Even with extraordinarily sophisticated directional "fixing" apparatus, the FCC's mobile field units often cannot pinpoint a violator, simply because he's mobile and may have travelled 20 or 30 miles from the last "fix" they were able to take on him. The FCC can and does crack down hard, however, on CBers using the "sick bird channel" (Channel 9) improperly. A kind of CB vigilante system also works in such situations, since no legitimate CBer wants to corrupt such a practical and effective means of emergency communications.

What's ahead for CB in the future? The main problem will be coping with the inevitable overcrowding of available channels, especially in high population density areas. The expansion of the original 23 channels to 40 channels provides temporary relief, but only that. So the hunt is now for more air space. Proposals made for the 1979 General World Administrative Radio Conference could result in as many as 200 to 300 new CB channels.

Some CB industry spokesmen already foresee major developments in CB use, perhaps within the next five years, when interconnect devices for linking CB equipment with telephones become readily available. You will then carry a pushbutton transceiver, no larger than a pack of cigarettes, with which to call any place in the world, no matter where you may be. The eventual communications links are likely to include relay stations and satellites. The technology, it's said, is no problem; it's just a matter of bringing the price down to affordable levels.

Chapter 2

Before You Go On the Air

Citizens Band radio couldn't be easier to understand and master. but before you dash out and plunge down a hundred or so dollars for a new transceiver, it will help to understand how CB works. That way, you'll have a much better idea of what to look for and what you really need in the CB set that's going to be best suited for your individual needs.

How CB Works.

It takes about as much technical skill or electronic know-how to operate a Citizens Band radio as it does to use a telephone or tune in a television set. Citizens Band means what it says—it's a radio system virtually any citizen can operate. The only requisites are that you be at least 18 years of age (or operate with your CB-licensed parent's consent), be properly licensed by the Federal Communications Commission (a five-year license costs nothing, and is no more difficult to get than a fishing license), and obey the fairly straightforward rules and regulations laid down by the FCC governing Class D Citizens Band operations.

A Thirty-Second Course In Radio Electronics

The heart of your two-way radio system is the transceiver. This is a combination transmitter and receiver. Connected to the transceiver is a microphone into which you talk. Built into the transceiver is a speaker, through which you hear other stations. The transceiver is also connected to a power supply—either 120 volts (AC) house current or 12 volts (DC) from automobile or self-contained batteries—and to an antenna which serves both to radiate transmitted and receive incoming radio signals. That's it—there isn't all that much more that ten volumes of electronics manuals can teach you about CB. Moreover, the FCC regulations discourage your even attempting more than minor troubleshooting on your own set, and a special First or Second Class license is required if you are intent on performing major surgery, i.e. removing circuits, etc.

The miracle of modern solid-state technology has made it possible for manufacturers to produce two-way CB radios that are a fraction of the size and weight of the older tube-type equipment, and at the same time, many times more reliable, longer-lasting, and which require far less current to operate, (an important feature when your CB is powered by battery).

Made up of several separate, but interconnected circuits, some of which are shared by both the transmitting and receiving functions of the set, CB transceivers convert the sound waves you produce by speaking into the microphone into electrical energy which is then sent out (radiated) through the antenna as a radio signal.

The receiver circuit essentially reverses this process: the incoming radio signal reaches the receiver through the antenna and the electrical waves are then converted into mechanical energy (sound waves), which you hear as a voice.

Base Or Mobile: That Is The Question.

There are two basic classes of CB transceivers—base and mobile. The difference is usually determined by whether the set will operate on 120 volts AC (house current) or 12 volts DC from batteries. Sometimes, the only determining factor will be the size of the transceiver, since some sets come equipped with a dual-voltage power supply that allows them to accept either power source.

CB transceivers are, by law, limited to four watts output power and five watts input. By contrast, the amateur radio operator, or ham, is allowed up to 1,000 watts and, of course, commercial AM radio stations use much, much more—often up to 50,000 watts. The CB power allowance is low, and as a consequence, CB radio signals will not travel very

far—on average, only about five to ten miles in the city, about twice that on the open road or in the country. Since, except under "skip" conditions, radio signals travel a line-of-sight path, using your CB transceiver on water will probably yield the greatest signal distances. The legal limit established by the FCC for Class D CB is 150 miles, but unless you encounter the ionospheric bounce CBers call "skip," your own signals will rarely cover a tenth of that distance.

A Word About Single Sideband.

One way, however, to stay within the law and still talk longer distances than is ordinarily possible with an AM CB unit is to use single sideband or SSB. An AM radio signal is composed of a carrier and an upper and a lower band of electromagnetic radiation. These two bands are called sidebands. An ordinary CB transceiver uses both sidebands as well as the carrier. Single sideband equipment suppresses the carrier and either the upper or the lower sideband, allowing the transmitted signal to occupy only half the bandwidth of a regular AM signal. SSB effectively gives the CBer twice as many channels as an ordinary CB transceiver (23 lower sideband channels and 23 upper sideband channels). The FCC permits SSB users a maximum power of 15 watts PEP. Single sideband transceivers work exactly the same as the ordinary AM CB equipment, and most come equipped with the same type of controls and accessories. Prices of SSB hardware, however, begin at about $250, considerably higher than the $60-75 base price for low-cost AM CB transceivers.

Controls: The Only Real Difference

Because the power output is restricted by the FCC, almost all CB radios offer nearly equal performance, certainly as far as the basic circuitry is concerned. The only real way to distinguish among various brands and models is by the controls incorporated in them.

The basic on/off switch is just that—the power switch that activates your CB transceiver. It is built into, or combined with a device called a potentiometer which works more or less like a rheostat and can be tuned to increase or decrease the set's audio volume.

All sets must obviously come equipped with a channel selector, (though not all transceivers necessarily have full 40 channel capacity). This dial works just like a TV channel selector and, on newer sets, may even offer channel numbers in an electronic digital display.

The control most new CBers are left wondering about is the squelch control. No matter where you operate, your antenna is going to pick up a certain amount of background noise. The squelch control sets up a kind of electronic threshhold that a signal must pass over if it's to

be heard. The squelch control cuts out weak signals, static, and man-made noise. With your squelch control properly set, your radio's speaker will remain completely silent unless there is a bona fide signal coming through on the channel.

Last, there is the push-to-talk switch. Located on the microphone, this control activates the transmitter when pushed and opens the mike.

Every CB transceiver has these four basic controls. And since every CB transceiver is limited to roughly the same four watts power output, how can one brand or one model cost three or four times another? The answer is as simple as the free-enterprise system itself. To compete in such a basically restricted market, manufacturers have had a field day, unlike Henry Ford (who said you can have any color car you want, so long as it's black), dressing up their products in as many colorful versions of the same basic product as possible. No amount of accessories, however, can change the basic fact that all CB sets are essentially the same animal. The big difference in performance really comes in the size, type, and placement of the antenna you attach to your transceiver. But, just a moment. We're getting ahead of ourselves.

One of the most common "extras" which you should look for, particularly on more elaborate transceivers, is a small, sliding switch labelled "PA." Switched on, the PA will activate one or more external (public address) speakers, thereby turning your transceiver into a portable public address system.

The automatic noise limiter (ANL) is another relatively common and useful addition to the basic CB unit. This control does what it says, and automatically cleans up atmospheric, ignition, and other types of noise which may be drowning out an incoming signal. (A noise blanker

CB-930 from Boman is a 40 channel CB rig which features a built-in calibrated SWR (Standing Wave Ratio) meter.

does much the same job, but is specifically designed to cut out automotive ignition and other forms of electrical pulse interference.)

Many CBers feel warm and cozy with an "On Air" or transmit light, which lights up whenever the push-to-talk switch is activated. This little luxury, however, won't improve your signal one iota, and will add about twenty dollars to the base price of your transceiver.

A most useful device to have is a built in S-meter. This device is simply a gauge that measures incoming signals in S-units and indicates relative signal strength. It's pretty hard to give anything more than an inexact answer to a query for a "radio check" if your transceiver doesn't include one of these.

Gaining popularity among many CBers is the RF-gain control feature now included on many newer models. RF stands for radio frequency and the RF-gain control is used to vary the receiver's sensitivity to incoming signals. In CB, the RF-gain control is very useful in preventing or reducing overload and adjacent channel interference (bleed-over) from strong local signals or improperly adjusted transmitters. An RF-gain control is the sort of accessory to look for on the more expensive base station transceivers, although a number of mobile units now include this control as well.

Delta tuning is another handy feature, enabling CBers to tune in signals that are off-channel. Although CB transceivers are crystal-controlled to strict tolerances, rough handling or even normal "wearing in" can, over a period of time, cause off-frequency operation. Delta tuning permits the CBer to tune up or down several hundred hertz to zero in on such signals for clearer reception.

What About The Other Frills?

The Electronics Industry Association, which includes most CB equipment manufacturers and acts as the industry lobby, says their research shows the average first-time buyer of a CB transceiver will spend approximately $150 on his set, and then, within the next 12 months, an additional $250-300 on accessories and equipment—probably another transceiver, plus antennas, tuning equipment, etc. If you decide that your first CB set has got to be top-of-the-line, state-of-the-art hardware, then you'll probably be looking at equipment that includes facilities for one or more auxiliary speakers, a built-in clock, tone controls, and possibly an AC/DC switching feature. Since the bare-bones circuitry is practically identical in every CB transceiver, these are the frills that can double, triple, even quadruple the amount of money you will spend on your "ears." Whether it's worth it is entirely up to you and the use or uses you intend to make of your CB communications system.

Shopper's Guide And Buying Tips

With end use (and price, of course) the determining factors, you are now ready to go CB shopping. What you will find locally depends on the number and types of retail stores in your area. If you find nothing to your complete satisfaction, do not hesitate to consider the offerings of reputable mail order companies. Chances are you will see plenty of 40-channel models, but some retailers may still have the older 23-channel transceivers available, perhaps at bargain prices. You must decide just how much you are likely to need those extra 17 channels in terms of the added expense that would be involved. Just be assured that the 23-channel models have nowise become obsolete in terms of performance; they work as well as ever, but on fewer channels. Also, pay no heed to rumors—spread in late 1976 by some dealers anxious to unload all their 23-channel stocks—that the 40-channel models are "weaker" than their 23-channel counterparts. It just isn't so, as far as most sets are concerned. In any case, we'll suggest how to make certain that you will buy a full-powered transceiver.

Where To Shop?

The best places to begin looking over the sets you are considering are branches of the big national chains like Radio Shack, Lafayette, or Olsen. The former two stock only their own brands the latter a broad range of several dozen recognizable national labels. The Radio Shack and Lafayette transceivers, by the way, compare favorably with just about any on the market and will save you anywhere from $50-100 over the cost of other nationally-advertised brands, even though you will never find the Shack or Lafayette discussing the possibilities of a discount with you.

Although electronic specialty stores are usually the best places to check out the widest possible range of hardware, you'll find CB transceivers available just about everywhere, from local department, music, and record stores, to the TV service man down the block, to auto supply and equipment houses. Even huge discount chains like Korvettes, Caldor, Turnstyle, and The Broadway have jumped onto the CB bandwagon. And, of course, discount mailorder warehouses can supply you with most brands at perhaps the best prices available anywhere, provided you're willing to wait five or six weeks for your order to be processed and delivered.

Once you're standing in front of a counter full of transceivers, though, what do you look for? What do you ask about? First, make sure you test out any piece of equipment you're thinking of buying. Most outlets will have at least one FCC-licensed salesperson around to hook up and operate the hardware. Ask him to get a radio check on the equipment he's demonstrating and, if possible have him check the

power output with a wattmeter. If this check shows anything less than 3.5 watts, move on to the next unit. With the amount of money you want to spend firmly in mind, ask the salesman next to demonstrate for you transceivers within your price range or slightly above and/or below (for comparison). When figuring your budget, try to remember that the really important part of your CB purchase, the one that will determine how really effective a broadcaster you'll be, is not the transceiver at all, but your antenna. Regardless of whether you're thinking about a base unit or a mobile, keep the cost range of the appropriate antenna you may want to look at firmly in mind—that will best help you decide how much money you really want to part with for your transceiver.

After you've tested the set you think you want, and have decided on a mobile unit, ask the salesman about installation. There's no great trick to doing this job yourself, but for a few dollars extra (usually no

Well, now, take a look at this beauty! It's RCA's first 40-channel Citizens Band radio designed for under-the-dash installation in cars, trucks, boats and recreational vehicles. This model, RCA 14T270, features noise blanking, switchable ANL, Delta tune, squelch, built-in S/RF/SWR meter and a local/distant selector switch. The RCA rig is held up for display by Rondi Bogwald, in case you didn't notice.

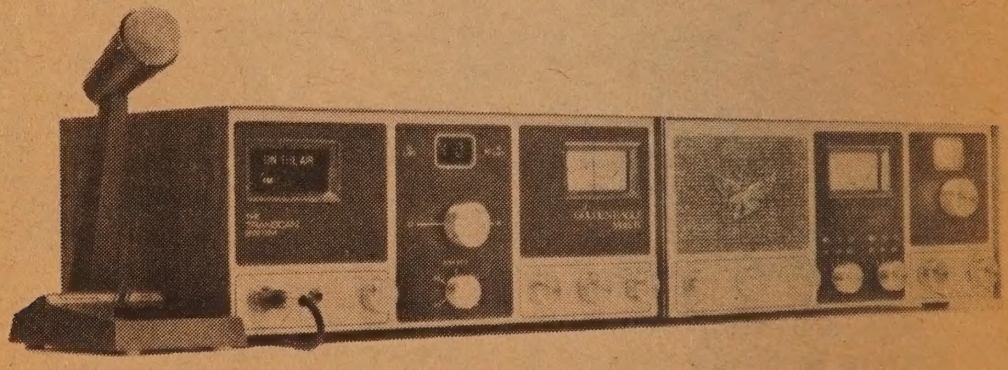
more than $20-25), you can have a professional do the job (in an hour or less). If your dealer has no installation capability, ask him where to go (but understand that other dealers or auto radio shops—the two most likely candidates—will be less than enthusiastic about installing a radio you've purchased from someone else).

If you are determined to spend money, and insist on the best of everything, you will probably be satisfied only by going to the top-of-the-line, perhaps a Stoner PRO-40 which includes computer microprocessors in the circuitry and retails for $995. For such a rig, you'll want nothing less than a Turner Ultra Kicker antenna with directional box controls. This little device will set you back at least another $240. Then you'd probably want a jazzy Turner Expander-500 preamp microphone ($65) and a Deluxe SWR/Power Meter, which could cost you still another $100. Thus you can spend over $1,300 for your base station alone without half trying—perhaps more if you shop around carefully.

On the other hand, there are dozens of full-channel sets on the market for $100-125 and some which cost as little as $60-75. With a perfectly adequate but average-priced base or mobile antenna (there are more than two dozen different, reliable brands currently available between $25-50), you can get on the air for only about $150.

If you're buying a base unit, installation, of course, is no problem. You may have to call in a TV repairman, however, to help you install your antenna, particularly if it's an elaborate affair or requires mounting in a precarious or difficult-to-reach location. If you install your own antenna, be especially wary of nearby power lines. Should your metal antenna slip, or accidentally touch a power line as you move it about, you are very likely to become another statistic to add to the 200 deaths that occurred in just this way in a three-year period from 1973 to 1976.

Once you've settled on the set you want to buy, look for the FCC "type-accepted" plate (usually) on the bottom or rear panel. This will insure that the manufacturer has met all criteria laid down by the FCC.



The Golden Eagle Mark IV SSB/AM base station from Browning makes possible electronic sweeping of all transmit frequencies at the touch of a knob.

Then check with the salesman about the replacement parts situation and the warranty. Most, but not all reputable brands offer a minimum 90-day parts replacement warranty. You'll want to know the store's own policy for service and maintainance. What if the unit is defective? Will the store replace it immediately or will your only recourse be the manufacturer? Is the store an authorized service shop or will your rig be sent back to the manufacturer? FCC regulations require that a technician be licensed to repair CB transceivers—does the store have a licensed serviceman on staff?

Solid-state units, which make up most of the CB equipment available today, are extremely reliable. But there can always be a defect, or, of course, a total breakdown. Most warranty periods last only 90 days and CB repairs not covered by the warranty can be quite costly, averaging over $20 per hour for labor alone.

Never, therefore, buy CB equipment from a fly-by-night or unknown source. And never buy "distress merchandise." Unless you can actually "road test" CB equipment, you can never be sure of exactly what you're buying.

CB Accessories: What Do You Really Need?

As with the frills you'll find on the more elaborate transceivers, there's almost no limit to the kind, sophistication, and cost of CB accessories. Unless, however, you are inclined to make a serious hobby (as well as a substantial investment) out of Citizens Band, it's important to keep in mind that optional add-ons are just that: optional. With no trouble at all you can suddenly find yourself spending two or three times as much on accessories as you have invested in your basic CB rig and antenna. Nevertheless, you can enhance your own feelings of superiority (and perhaps your strength and clarity of signal) by considering several of the following items:

Automatic Radio Silencer—This little black box automatically turns off your regular (AM or FM) car radio when an incoming message is being received on your CB. It is relatively easy to install by cutting the AM radio speaker wires and attaching the appropriate terminals to the "radio killer."

Coax Switch—Should you find yourself operating two or more CB units on one antenna (or alternatively, one radio on two or more antennas —though not at the same time, of course), this accessory switch is necessary to put the operating radio on the desired antenna.

CB Convertor—For under $35 today, you can purchase a convertor that will enable you to monitor (listen only) CB channels through any ordinary AM radio. There is no transmission capability, and no

special antenna is required, but if traffic, weather, and smokey reports are all you're really interested in, this easily-installed, paperback book-sized little box may be the answer.

Digital Frequency Counter—This device measures the frequency of transmitted and received signals.

Dummy Load—Because it can be disasterous to operate your CB set without an antenna or other load, you may need this device when you're using anyone of several kinds of test equipment and don't want to send a signal out over the air. A dummy load allows you to do this safely by taking the place of the antenna. There are several types of dummy loads—all easy to use and quite inexpensive.

Encoder/Decoder—A coded tone system that keeps the radio silent until called by another unit equipped with the same tone code. Most sets equipped with such a system use an illuminated call signal and/or audible tone to let the operator know there is someone calling him.

Matchbox—A device which will effectively tune your antenna to match the output of your transceiver, providing minimum SWR and maximum power output.

Microphone Holder—Most mobile units come equipped with either a screw-on microphone mount or a magnetic holder. If yours doesn't, it's well worth the fifty cents or so a separate one will cost to keep your mike free and available and within easy reach when you need it.

Mobile Mounting Bracket—Either a hump mount for the floor or a dash-mount, this device allows you to slide your CB unit in and out of its fixed mounting—the best possible protection against theft. Make certain, however that the mounting bracket you purchase has a built-in antenna connection.

Noise Filters—These filters are useful in reducing or eliminating interference to reception which may be caused by electric shavers, blenders, and other electrical equipment.

Noise Suppressors—These are filters designed specifically to help rid you of extraneous noises the noise blanker or limiter built into your mobile unit may not catch, depending upon whether the culprit is the voltage regulator, distributor, alternator, or generator. Make sure you purchase the right suppressor for the specific noisemaker.

Phone Patch—This device turns your CB unit into an ordinary telephone extension by allowing the CB signal to be transmitted from your base unit directly to the telephone line. Especially effective if a mobile CBer wants to contact someone without CB. He simply transmits to a base station equipped with a phone patch, is "patched" straight

into the base station's telephone line and can talk directly to anyone on the other end of that line.

Portable Battery Pack—Converts your mobile unit to a walkie talkie for about $20, not including batteries. Provides power equivalent to your auto battery's and usually comes equipped with antenna, batteries, and carrying strap.

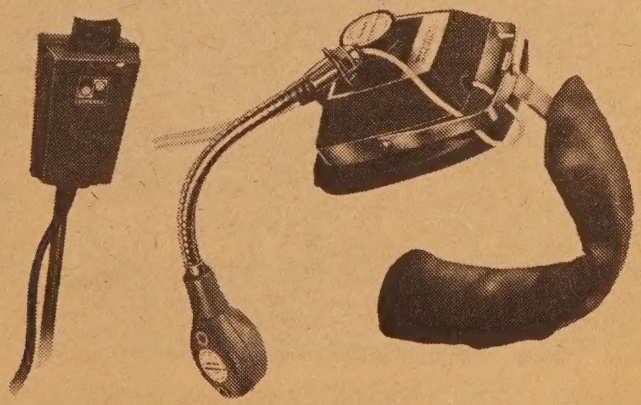
Power Supplies (12 Volts)—Converts 120 VAC housecurrent into 12 volts DC, should you want to use your mobile unit as a base station.

Pre-Amplified Microphone—"Power" mikes can boost distance and improve audio (and if type-accepted by the FCC, are entirely legal). Useful if you're on the road a lot in congested city traffic and have difficulty putting out a clear signal.

Pre-Amplifier—This legal accessory increases your audio strength. That's good. It also increases simultaneously all the background noises which may accompany that signal. That's bad. You will have to decide for yourself whether the good outweighs the bad and whether the difference is worth the $30 or more a pre-amplifier will set you back.

Quick Release Antenna Connector—If you have the 6-foot or 9-foot mobile whip antenna, you can purchase this simple mechanism which allows for quick removal of the whip from bumper, trunk, or fender. Remember, though, that if you forget to remove the whip, a quick-release antenna connector allows anybody else to do so with almost inviting ease.

SWR Meter—Essential for tuning your antenna, this device may nevertheless see less service than just about any other CB accessory you



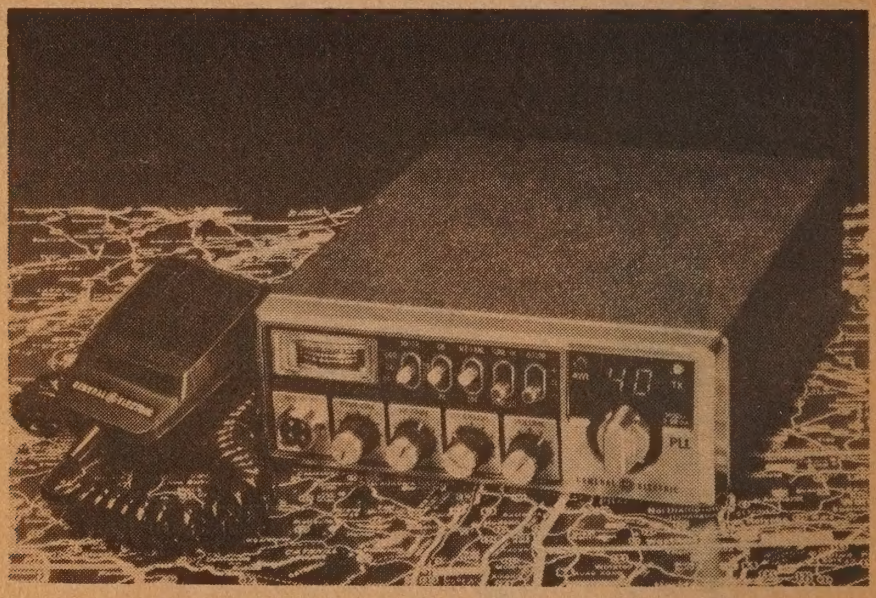
Superex CB-10-2SMD is a combination mobile headphone and microphone with remote control switch that mounts on turn signal or gear shift lever.

can buy. Try to insure that the fellow installing your set uses **his** SWR meter to tune your antenna, then you really won't even need to invest in this piece of serious, but seldom-used test equipment yourself.

Touch Tone Pad—Basically a telephone touch tone dial device, for use with mobile units when you're broadcasting to a base unit with a phone patch. At $75-100, a frivilous investment, since the touch tone pad can be used only within the limited broadcast radius of your base unit and requires someone operating the base unit/phone patch (to avoid violating FCC regulations). A fancy frill which appears to give you some of the convenience of a mobile telephone, but which actually provides little more than a bit of flash to your dash.

Wattmeter—Measures RF power output and is sometimes used in conjunction with an SWR meter. (Another accessory you will probably use infrequently, if at all, and can certainly do without if your budget is limited.)

It's worth repeating once again that all CB transceivers are pretty much alike under the skin. For that reason, you would be wise to consider the use you'll be making of your rig, then deciding how much money you want to invest in a total CB package—transceiver, antenna, and accessories. A good rule of thumb to follow (after you've decided



General Electric Model 3-5819A CB transceiver allows for monitoring and adjustment of the SWR for maximum antenna efficiency.

on a base or mobile, and know the dollar amount you're prepared to spend) is to choose your antenna (and accessories) first. Since maximum broadcast range and signal strength can best be effected with a top-of-the-line antenna, don't skimp in this department. Get the right fishpole for the job. Then decide whether a power mike, mobile mounting bracket, quick release antenna connector, or whatever, is something you are really going to need. And then make your selection of a transceiver. That way, you won't have sunk your entire budget into a pair of ears that can't really "get out" because you didn't have enough left to buy an adequate antenna. Again, remember no matter how good your transceiver is, it will be of little or no value without the proper (and properly-tuned) antenna. For that reason, a few words on antennas may prove useful.

Just as there are mobile and base transceivers, there are specific antennas designed for mobile and base use. In fact, many, many garden varieties of each. The important difference, however, between any base and mobile antenna is size. Generally, the larger an antenna is, the more effective it will be. Obviously the size of a mobile antenna is limited, while the only limitation governing base station stalks is the FCC 60-foot height limit. Omnidirectional ground plane antennas are the most common base station types, although the most effective or powerful are the unidirectional or "beam" antennas. Unless you plan to communicate only between two fixed points, a beam antenna will require a rotating device (either manual or motor-driven) to enable you to shift directions at will.

Most mobile antennas follow a basically similar design—employing a vertical element or rod which uses the car's body as a ground plane. The big difference between one mobile antenna and another is in the type of mounting it employs and the possible use of "loading coils" which either boost the antenna's strength or allow the height of the vertical element to be reduced (without sacrificing any strength). A maximum-strength mobile antenna, for example, is 108 inches long. Because an antenna this tall may not always be practical, loading coils are used to allow the antenna to be physically shorter while electrically maintaining the same maximum strength capabilities. Although most mobile antennas are designed to be omnidirectional, they nevertheless are slightly directional and placement of your mobile antenna can effect your broadcast radius. The ideal location is in the center of your car roof. If, for example, your antenna is mounted on the left rear fender, it will be slightly more directional toward the right front fender. An antenna located on the front bumper, on the other

hand, will create a directional bias toward the rear of the car. Note: if you are installing dual antennas, one on either side of the car, be sure that you have allowed enough room between the antennas themselves (as specified by the manufacturer) or you will quickly find that two antennas perform considerably worse than one. And do keep in mind the necessity of following instructions exactly if your antenna requires a ground wire. Otherwise, you'll find that you'll never get the performance you're looking for out of your rig and could possibly even cause costly and/or permanent damage to your transceiver.

There are several good magnetic mount antennas on the market, by the way, which will save you both the agony and the effort of drilling holes in your car's exterior.

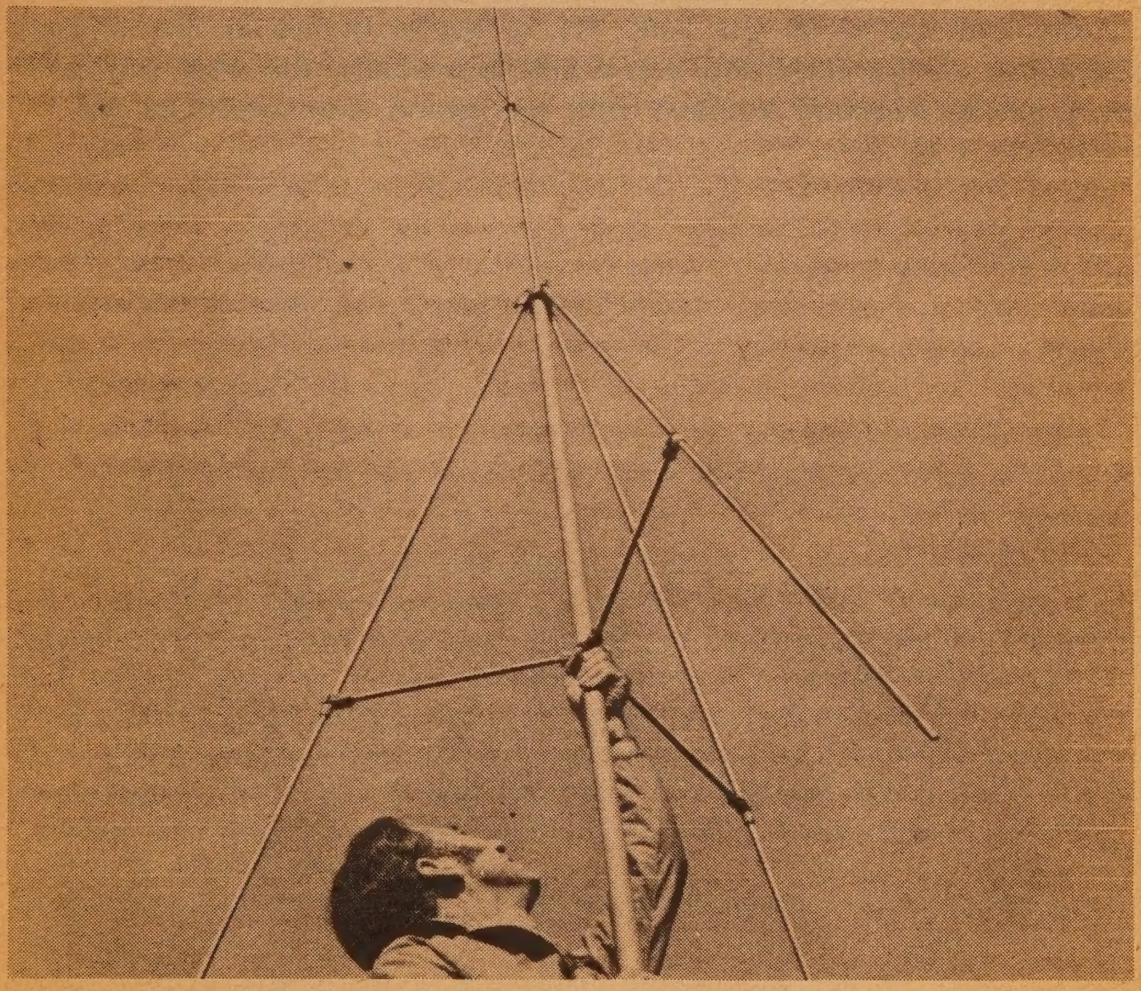
Theft Protection: Avoiding a Visit From The "Midnight Shopper."

Once you've invested a couple of hundred dollars, more or less, in your new CB rig, you immediately become a perfect target for the "midnight shopper." The boom in Citizens Band has created a veritable nationwide black market in CB sets, especially mobile units, as well as antennas and other accessories. Not only are CB rigs light and portable, but because of the severe and growing product shortage, there is also a ready market for ripped-off rigs. There are several ingenious burglar alarms and anti-theft devices on the market (including the usual alarms, sirens, horns, etc.) as well as one particularly fiendish product which attaches underneath the mounting brackets and releases a flood of tear gas as soon as someone attempts to tamper with or remove your rig. This last one is illegal in most states but will win the immediate sympathy of any CBer who has ever lost a mobile unit. The best theft protection, of course, is the installation of a removable sliding mounting bracket. Then you can simply remove the radio when it is not being used. The sliding bracket is so easy to use that most mobile CBers find it no trouble at all to tuck their units away in their locked trunks when they leave their cars. "No lip" door locks and other lock and key-type anti-theft devices will certainly provide a few ounces of protection, but nothing really will thwart the thief as well as simply removing the source of his temptation.

Walkie-Talkies: Handy Dandy Hip Pocket Wonders?

What about walkie talkies? These self-contained, hand-held, battery-operated little deals are completely portable and often appear to offer the best compromise solution as to the question of what kind of CB rig to buy. Don't be fooled, however, by the walking-T's compact portability. There are many fine W-T units on the market which are full-power, five-watt complete coverage transceivers. They do include

built-in mikes and antennas. And they will work a range of a couple of miles—considerably more in open countryside or on the water. But the best model walkie talkies are expensive—often as much or more costly than comparable mobile units. And if you're planning to make use of the walker, make certain you have budgeted for a lot of replacement batteries. In fact, walkie talkies are best used as a complement to a base or mobile unit. An inexpensive one or two channel W-T kept in the glove compartment of your automobile will increase the use (and usefulness) of your own mobile unit no end, and give you the added dimension of a rolling "base station" as well. If you're a hunter, hiker, camper, fisherman, or outdoor sportsman, you'll find one or two T's will add to the fun and enjoyment of your field trips. But walkie-talkies



Working on a roof is not an ideal place, but that is where most of the base station antennas go. So, if you go up, try to make the task easy. The Channel Master Golden Hawk omni-directional base station CB antenna can be assembled in 60 seconds—it pops into assembled position just like an umbrella. The antenna's light weight, just four pounds, and solid construction insures the installer it will be up for some time to come.

are not really recommended as primary CB purchases. And please don't confuse the little five dollar, 100 milliwatt "toy talkies" available everywhere with serious CB portable equipment. The manufacture of these toys for operation on CB frequencies has been discontinued as of March 18, 1977. Anyway, it is illegal to communicate with a licensed CB station if you're using a "toy."

Listening In On The Party Line

What can you do to pave the way for your grand entrance into CB Land? Simple. You don't need a license to listen and monitoring several different channels for a few hours will provide you with the best possible introduction to CB, get you acquainted with the language, and offer an effective initial exposure to basic broadcast techniques and the rote and rhythm of CB Talk. Try it, you're bound to like it and listening in on the party line, you'll find is probably the best way you can begin to acquaint yourself with the grand new world of CB.

Chapter 3

What About Your License ?

Operating a Citizens Band radio is a whole lot easier than driving a car, and obtaining an operator's license is a great deal easier than passing a driver's test. In fact, the Federal Communications Commission estabilshed the Personal Radio Services (formerly called Citizens Radio Service) to make two-way radio communications as easy and as practical as possible for the average citizen. The FCC Rules and Regulations, Part 95, which govern the Citizens Band (CB) Radio Service—formerly called the Class D Citizens Band—may look intimidating in fine print (and, indeed, are often diffcult if not impossible for the layman to interpret). In spite of this, it is important to realize that they are there for your benefit. And if you expect to realize maximum benefits from your own participation in CB you will do well to abide by the spirit as well as the letter of the law, as laid down by the FCC. Otherwise the future will be bleak indeed, both for you and for CB. FCC deputy field chief, James McKinney ominously suggests that

United States of America
Federal Communications Commission

Form Approved
GAO No. B-180227(R01 02)

FCC FORM 505

April 1976

APPLICATION FOR CLASS C OR D STATION LICENSE IN THE CITIZENS RADIO SERVICE

INSTRUCTIONS

A. Print clearly in capital letters or use a typewriter. Put one letter or number per box. Skip a box where a space would normally appear.

B. Enclose appropriate fee with application. Make check or money order payable to Federal Communications Commission. DO NOT SEND CASH. No fee is required of governmental entities. For additional fee details see FCC Form 76-K, or Subpart G of Part 1 of the FCC Rules and Regulations, or you may call any FCC Field Office.

C. Mail application to Federal Communications Commission, P.O. Box 1010, Gettysburg, Pa. 17325

NOTICE TO INDIVIDUALS REQUIRED BY PRIVACY ACT OF 1974

Sections 301, 303 and 308 of the Communications Act of 1934 and any amendments thereto (licensing powers) authorize the FCC to request the information on this application. The purpose of the information is to determine your eligibility for a license. The information will be used by FCC staff to evaluate the application, to determine station location, to provide information for enforcement and rulemaking proceedings and to maintain a current inventory of licensees. No license can be granted unless all information requested is provided.

1. Complete ONLY if license is for an Individual or Individual Doing Business AS

FIRST NAME	INIT	LAST NAME
JOE	E	SAMPLE

2. DATE OF BIRTH

MONTH	DAY	YEAR
06	27	49

3. Complete ONLY if license is for a business, an organization, or Individual Doing Business AS

NAME OF BUSINESS OR ORGANIZATION

4. Mailing Address

1234 FAKE STREET
4A. NUMBER AND STREET

4B. CITY	4C. STATE	4D. ZIP CODE
BOBUS	MY	11199

(See reverse side of this form, for filling in Item 4C.)

5. If you gave a P.O. Box No., RFD No., or General Delivery in Item 4A, you must also answer items 5A, 5B, and 5C

5A. NUMBER AND STREET WHERE YOU OR YOUR PRINCIPLE STATION CAN BE FOUND (If your location can not be described by number and street, give other description, such as, on RT. 2, 3 mi., north of York.)

5B. CITY	5C. STATE

(See reverse side of this form for filling in Item 5C.)

6. *Type of Applicant* (Check Only One Box)

- [X] *Individual*
- [ ] *Association*
- [ ] *Corporation*
- [ ] *Business Partnership*
- [ ] *Governmental Entity*
- [ ] *Sole Proprietor or Individual/Doing Business As*
- [ ] *Other (Specify)* _____

7. *This application is for*

- [X] *New License*
- [ ] *Renewal*
- [ ] *Increase in Number of Transmitters*

IMPORTANT
Give Official FCC Call Sign [ ]

8. *This application is for* (Check Only One Box)

- [ ] *Class C Station License (NON-VOICE—REMOTE CONTROL OF MODELS)*
- [X] *Class D Station License (VOICE)*

9. *Indicate number of transmitters applicant will operate during the five year license period* (Check Only One Box)

- [X] *1 to 5*
- [ ] *6 to 15*
- [ ] *16 or more (Specify No. [ ] and attach statement justifying need.)*

10. CERTIFICATION I certify that:

- The applicant is not a foreign government or a representative thereof.
- The applicant has or has ordered a current copy of Part 95 of the Commission's rules governing the Citizens Radio Service. See reverse side for ordering information.
- The applicant will operate his transmitter in full compliance with the applicable law and current rules of the FCC and that his station will not be used for any purpose contrary to Federal, State, or local law or with greater power than authorized.
- The applicant waives any claim against the regulatory power of the United States relative to the use of a particular frequency or the use of the medium of transmission of radio waves because of any such previous use, whether licensed or unlicensed.

THIS APPLICATION WILL NOT BE PROCESSED UNLESS SIGNED AND DATED.

WILLFUL FALSE STATEMENTS MADE ON THIS FORM OR ATTACHMENTS ARE PUNISHABLE BY FINE AND IMPRISONMENT. U.S. CODE, TITLE 18, SECTION 1001.

11. SIGNATURE	12. DATE
Joe E. Sample	June 1, 1977

Signature of: Individual applicant, partner, or authorized person on behalf of a governmental entity, or an officer of a corporation or association

This is what the CB license application, Form 505, looks like. Fill it out like Joe Sample did and your Citizen Band (CB) Radio Service license will be on its way to you. Send no money because there now is no fee for this license.

without law-abiding users "all any of us are going to do is bury CB." The FCC, remember, is established for your own benefit and while the Commission may at times appear to act like a bureaucratically benevolent despot, the men who make up the Commission are unusually intelligent, thoughtful, and considerate public officals (most of them CBers themselves) who have only the best interests of the majority in mind.

Applying for a Class D CB operator's license couldn't be simpler. Just obtain a copy of the application (FCC Form 505) from the Commission or local CB equipment dealer, fill in your name and address and check the appropriate boxes (individual, corporation, associations, etc.) and send the completed form to the FCC facility at Gettysburg, Pennsylvania. Then you can become immediately qualified as an FCC-licensed CB operator by completing the Temporary Permit (FCC 555-B) also in this chapter. This interim permit is valid for 60 days from the day you mail in your permanent license application, plenty of time for you to receive your five-year ticket, (since the FCC is now using a new computer processing system). Once you've filed your license application and have filled out the Temporary Permit forms as well, you are as legal as any biscuit burner in the country.

At this point you'll be ready to learn about a few of the other rules and regulations which govern operation of your CB station. It's important to realize that in the eyes of the FCC you are actually operating a legitimate radio station that uses the public airwaves. Even though you may perceive of your CB as little more than an enjoyable convenience or hobby the government must view you as it views any user of the public domain. Therefore, many of the rules covering CB will seem unusually complex and overly formal. You must remember, however that smooth operation of the Citizens Band involves countless factors, and all bases must be covered. If they were not, you'd find yourself being drowned by signals from your local AM station or perhaps even the guy next door with a radio controlled remote garage-door opener, just to mention a few things that could go wrong if Part 95 were simpler.

Who may operate your Citizens Band radio station? Once licensed, you are free to let any members of your immediate family living with you or any of your employees (while on the job) use your station, providing they do so with your permission and knowledge. Remember, the license holder though not always the user is held responsible for any infractions. This means that youngsters under the age of 18 (the minimum age for obtaining a license) can use your station with your approval. Like any other users, however, they must abide by the rules and it's a good idea to look in once in a while if you've turned your

rig over to your ten year old who has suddenly become hooked on CB.

How many transmitters are you authorized to operate under a single license? Routinely, as many as five. Should you have a business or personal requirement for more, you will be allowed to include these as

FCC FIELD OFFICE ADDRESSES

Alabama, Mobile—U.S. Courthouse, Mobile, AL 36602
Alaska, Anchorage—U.S. Post Office, Anchorage, AK 99510
California, Los Angeles—U.S. Courthouse, Los Angeles, CA 90012
California, San Diego—Fox Theatre Bldg., San Diego, CA 92101
California, San Francisco—Customhouse, San Francisco, CA 94111
California, San Pedro—300 South Ferry St., Terminal Island, San Pedro, CA 90731
Colorado, Denver—U.S. Customhouse, Denver, CO 80202
District of Columbia, Washington—1919 M St., N.W., Washington, D.C. 20554
Florida, Miami—51 S.W. First Ave., Miami, FL 33130
Florida, Tampa—Federal Office Bldg., Tampa, FL 33602
Georgia, Atlanta—Gas Light Tower, Atlanta, GA 30303
Georgia, Savannah—Post Office Bldg., Savannah, GA 31402
Hawaii, Honolulu—Federal Bldg., Honolulu, HI 96808
Illinois, Chicago—220 Dearborn St., Chicago, IL 60604
Louisiana, New Orleans—Federal Bldg., New Orleans, LA 70130
Maryland, Baltimore—Federal Bldg., Baltimore, MD 21201
Massachusetts, Boston—Customhouse, Boston, MA 02109
Michigan, Detroit—Federal Bldg., Detroit, MI 48226
Minnesota, St. Paul—U.S. Courthouse, St. Paul, MN 55101
Missouri, Kansas City—Federal Bldg., Kansas City, MO 64106
New York, Buffalo—Federal Bldg., Buffalo, NY 14202
New York, New York—Federal Bldg., New York, NY 10014
Oregon, Portland—314 Multnomah Bldg., Portland, OR 97204
Pennsylvania, Philadelphia—U.S. Customhouse, Philadelphia, PA 19106
Puerto Rico, San Juan—Federal Bldg., San Juan, PR 00903
Texas, Beaumont—Federal Bldg., Beaumont, TX 77701
Texas, Dallas—New Federal Courthouse Bldg., Dallas, TX 75202
Texas, Houston—New Federal Office Bldg., Houston, TX 77002
Virginia, Norfolk—870 N. Military Highway, Norfolk, VA 23502
Washington, Seattle—Federal Bldg., Seattle, WA 98174

well under a single operator's license providing you have filed a statement with the FCC justifying their use.

The FCC is authorized to inspect your station at any time, without a search warrant. This means that your station and station records—license, copy of rules, Part 95, and log book if you maintain one—must be in conspicuous evidence at all times.

Your license, or a clearly legible photocopy of it, must be posted in a conspicuous place near your base station (fixed location) transceiver. Other photocopies must be posted at any and all other fixed locations from which the station might be controlled. If you use a photocopy at the principal control point, you must note on the copy where the original license can be found.

In addition, a properly filled-in Transmitter Identification Card (FCC Form 452-C) indicating your name, address and assigned call sign must be attached to each transmitter operated at a fixed location when such a transmitter is not in view of, or accessible to, a station where the required license (or photocopy) has been posted. In other words, if you add a second fixed-location transceiver out in the barn or chicken coop, it has to have a label showing your name, address and call sign. Instead of the FCC label, you are allowed to substitute a plate made of metal or other durable material bearing the required information.

The license that permits you to operate a mobile transceiver (usually the same one also authorizing your base station if you set up a multi-station system) must be saved as a permanent part of your station records; but you *don't* have to post it near the *mobile* equipment. However, you must put that FCC Transmitter Identification Card (or a durable substitute) bearing your name, address and call sign on each mobile transceiver. There's one exception. If you have a mobile transceiver that permits hiding the main electronics box, permanently, in a hidden location, as under a car seat or in the trunk, do *not* bury the identification tag along with it. Instead, put the TI card on the actual operator's control unit (usually a microphone on the car dash), or close to where the control is mounted.

Your CB radio can be used for virtually any purpose, personal or business, so long as that purpose is not in conflict with federal, state, or local law. In the broadcast sense, CB is considered to be a communications complement to the telephone. It is a "party line," of course, which means that other people can tune in and listen to your conversations. Accordingly, the FCC will not permit you to intrude upon the propriety of others by using obscene or profane language over the air. It is also illegal to broadcast in code, unless you use a nationally or internationally recognized code such as the Morse code, the 10-Code, or Q-signals **and** have available at all times copies of your code designations in the station records. You are required to speak in plain

language. The language need not necessarily be English. There are several all-Spanish language channels in the Southwest, for example, and also one in New York. You will find a Portuguese channel in and around Boston and an all-Chinese channel in San Francisco. Remember that you are limited to voice communication only. No singing, whistling, or playing of musical instruments is allowed.

A CBer is also in violation of the law if he or she intentionally interferes with the communication of another CB operator. If two people are having a legal conversation and stay within the prescribed five-minute time limit, you cannot legally interrupt them, except to report an emergency. If you want to join their conversation, you must ask permission by requesting a "break."

Recording of any CB conversation for rebroadcast is strictly against the law unless all parties involved consent to a rebroadcast. We've already mentioned that international distress signals such as "May-Day" should never be used, on Channel 9 or any other CB channel, except when the station is located in a ship, aircraft, or other vehicle which is threatened by grave and imminent danger requiring immediate assistance. It's much better merely to say, "I am reporting an emergency," and then give all the pertinent details.

Using your Citizens Band radio for advertising or sales promotion is not allowed. And one CBer has even complained that First Lady Betty Ford should have her new license revoked for using a CB radio during her husband's campaign in the 1976 Texas presidential primary. Nor are you allowed to accept remuneration for communications services provided with your CB. This includes compensation in either cash, or goods, or services, so be advised that if some good buddy ask you to call a taxi for him over your CB and then attempts to reward you for the favor, you simply can't accept a cent without being in violation of Part 95.

E. F. Johnson Messenger 4120 is a budget priced 40 channel mobile transceiver which offers the company's Tapered Automatic Noise Limiter.

There is a 150-mile legal distance limit established for all CB operators. You won't find yourself in jeopardy of violating this rule, however, unless you encounter near-perfect ionospheric or sunspot conditions that allow your five-watt transmitter to bounce or "skip" a signal far beyond the usual 15-20 mile range.

United States of America
Federal Communications Commission

FCC FORM 555–B
April 1976

Temporary Permit

Class D Citizens Radio Station

1 Instructions

- Use this form only if you want a temporary permit while your regular application , FCC Form 505, is being processed by the FCC.
- Do not use this form if you already have a Class D license.
- Do not use this form when renewing your Class D license.

2 Certification

Read, Fill In Blanks, and Sign

I Hereby Certify:

- ☑ I am at least 18 years of age.
- ☑ I am not a representative of a foreign government.
- ☑ I have applied for a Class D Citizens Radio Station License by mailing a completed Form 505 and $4.00 filing fee to the Federal Communications Commission, Box 1010, Gettysburg, PA. 17326.
- ☑ I have not been denied a license or had my license revoked by the FCC.
- ☑ I am not the subject of any other legal action concerning the operation of a radio station.

Joe E. Sample
Name

Joe E. Sample
Signature

1234 Fake ST.
Address
Bogus, N.Y. 11199

June 1, 1977
Date Form 505 mailed to FCC

If you cannot certify to the above, you are not eligible for a temporary permit.

Willful false statements void this permit and are punishable by fine and/or imprisonment.

3 Temporary Call Sign

- **Complete the blocks as indicated.**

Use this temporary call sign until given a call sign by the Federal Communications Commission.

K J S 1 1 1 9 9

K — Initial of Applicant's First Name
J — Initial of Applicant's Last Name
S
1 1 1 9 9 — Applicant's Zip Code

4 Limitations

Your authority under this permit is subject to all applicable laws, treaties and regulations and is subject to the right of use or control by the Government of the United States.

This permit is valid for 60 days from the date the Form 505 is mailed to the FCC.

You must have a temporary permit or a license from the FCC to operate your Citizens Band radio transmitter.

Do Not Mail this form, it is your Temporary Permit.

See the reverse side of this form for a summary of operating instructions.

Here is the Temporary Permit for a Citizens Band (CB) Radio Service License. Just follow the simple directions as Joe Sample did—they're easy as ABC, or 1, 2, 3, 4! Remember, the permit is of no value unless you have actually filled out and mailed Form 505 first.

For obvious reasons, you are also prohibited from communicating with any non-Class D radio stations. You may not communicate with an amateur station, an unlicensed radio station on any frequency or a foreign station (including Canadian or Mexican) unless an emergency situation exists or unless you are authorized by the FCC for civil defense communications.

You will hear (especially from some of the older cottonpickers you may come across in CB Land) that the FCC cannot enforce its own rules. With more than a half-million new CBers signing on every month, that may well be the case. But Uncle Charlie operates a very diligent and determined field enforcement operation. By using a technique called "spot concentration," together with some of the most sophisticated directional "fixing" gear in the world, the FCC is far from being helpless. Even though the FCC's enforcement budget has been severely strained recently, you can bet that sometime, somewhere persistent Uncle Charlie will be listening. And the odds are good that violators will be caught. A "good buddy system" is also at work in most areas, and serious infractors can generally expect that, sooner or later, if the FCC mobile monitoring unit doesn't catch up with them, another CBer will make note of his activities and will report the infraction to the local FCC field office which will then take the appropriate action.

Are smokey reports legal? One legal question outside the jurisdiction of the FCC is the issue raised by several state legislatures which have attempted to outlaw police situation reports on the CB airwaves. The theory is that making such a report is, in effect, an "obstruction of justice" and the CBer who passes along information about a highway patrol or a speed trap is actually interfering with that policeman's line of duty. No such laws have actually gotten onto the books as yet, and it is **absolutely** not a violation of any FCC regulation to pass on any kind of road or traffic information, including word of "a bear in a plain brown wrapper at marker forty-five." Jurists insist that any such restraint on the average citizen would undoubtedly interfere with his right of free speech and would probably violate the First (and also the Fourteenth) Amendment. This legal issue is sure to be tested by some diligent district attorney sometime, somewhere. We just thought you ought to have some idea of what your rights are in such a situation, in case you turn out to be the legal guinea pig.

Incidentally, if you go to Canada for recreation or on business, you can take along and use your mobile CB rig *provided* (1) you have a valid U.S. license to operate the transceiver and (2) you obtain permission from Canadian authorities to use your equipment on a temporary visitor basis.

Chapter 4

The Secret Language of CB

There's nothing worse than finding yourself in a strange country and not knowing the language. Much the same situation prevails for newcomers to CB Land, that invisible "nation of the airwaves" that now numbers more than fifteen million inhabitants and whose borders stretch from coast to coast across the North American continent. In CB Land, even the simplest questions—What time is it? How do I get there? Does anybody hear me?—can go unanswered if you don't know the language. This fact can dampen your welcome to the world of Citizens Band radio and confirm your original fears that CBers have developed some kind of secret language that excludes outsiders and makes your new CB transceiver about as useful as a fifth wheel.

Well, relax and take a few minutes to reflect on the cultural and social phenomenon known as CB. Then you'll understand where CB Talk came from, where it can take you, and how to climb into a new CB personality that will have you "modulating" like an old "biscuit burner" in no time. CB Talk, you see, is not only a new language—it's

also a whole new way of talking, and that includes accent, tone of voice, speed of delivery, and a reasonable knowledge of radio etiquette.

Springing from the tough, terse terminology of the long-haul trucker, CB Talk grew up over the years as an unlikely mixture of highway, police, and military slang. Since America has rekindled its torrid love affair with the trucker and dubbed him the Last American Cowboy, trucker terminology predominates in CB Talk. The over-the-road truckers, moreover, were the first to really understand and use Citizens Band radio and they tended to brand the developing language with the stamp of the gearjammer. Since truckers drive for a living and haven't got either the interest or the time to develop much refinement in their language, CB Talk quickly emerged as a mirror reflection of the terse, blunt exchanges truck drivers had formerly reserved for their brief verbal confrontations with each other at truck stop counters. Not without humor, this trucker talk provided the foundation for the language of CB and as the trucker mythology took on all the trappings of folk heroics, CB Talk became inseparable from the language of the professional driver.

Today, you'll find that truck talk and the trucker's way of talking has become almost synonymous with the language of CB, though it wasn't quite that way in the beginning. When the Citizen's Radio Service was first established in 1958, the few thousand early CBers felt like second cousins to the more sophisticated shortwave or amateur (ham) operators. So, early on, CBers tried to develop a language that could best be called "sham." Full of Ten Codes and Q Signals, early CB Talk was almost incomprehensible to over-the-road drivers.

Suddenly, in the early 1970's, truckers found themselves in need of cheap, convenient two-way communications to locate difficult-to-find sources for fuel, and then (after the imposition of the nationwide 55 miles per hour speed limit), to stay one jump ahead of smokey bear and his new picture-taking machinery. So, once they had their hands on CB, the truckers quickly made it their own and soon had integrated their own colorful language into the modulations of those early CBers.

The truckers' own rising popularity then helped spread the word about CB and, in turn, convinced millions of new CBers that they could best share the "romance of the road" by learning to sound like honest-to-god truck drivers. As a practical matter, by the way, it has always helped to avoid sounding like a four-wheeler when talking over the air to an eighteen-wheeler. It's one way of getting beyond the aversion most truckers have for practically everybody else on the road.

Soon the mass media discovered CB. Films like "White Line Fever"

and "Truck Stop Women" began to catch the public fancy; the television series, "Movin' On," picked up where Broderick Crawford and his old "Highway Patrol" show had left off and brought CB and trucker talk into the nation's living rooms. Then, all of a sudden, Walter Cronkite and Harry Reasoner were reporting the 1974 Truckers' Strike on network news and pointing out that the whole thing had been coordinated by Citizens Band radio. In no time, C. W. McCall, Dave Dudley, Cledus Maggard, and a score of others, had chart-busting hits just filling the general public's ears with this new language of CB.

Now, of course, the development cycle is almost complete, since the once "secret" language of CB has now gone "public" and begun to work its way into everyday conversation. It may seem a bit odd for a prim little housewife chatting away with her girlfriend to call herself a "beaver," but neither she nor her friend would bat an eye at the phrase if either of them owned a CB radio. Neither would the kindly old gentleman motorist who suddenly found himself being told to "put the pedal to the metal, you're blocking the monster lane." If he has "ears," he'll know exactly what to do, and may even find himself telling his wife he'll pick up a loaf of bread on the "flip flop."

The secret's out about CB. It's no more difficult to conversate in CB Land than anywhere else. You must take a few minutes, though, to learn some of the basic words and phrases. Otherwise, they'll hear you out there (and may even understand you), but you could grow old waiting for a reply. Read through this comprehensive dictionary of CB Talk and don't be afraid to refer back to it from time to time. Then, go right on to Chapter Five, where you'll learn how to overcome mike fright, understand basic broadcast procedures, and avoid sounding like a "rubberbander," (even if you just got your first transceiver yesterday).

A is for ACE

Ace—A not altogether flattering appellation for a CBer with a big transceiver, bigger antenna, and even bigger ego. An ace usually thinks of himself as the One Channel Master.

Addict—A non-stop CB broadcaster. A true addict can spend six, eight, even twelve hours a day on the air.

Advertising—Markings identifying a police car. Also a police car's flashing lights.

Advertising Agency—Police station or headquarters.

Affirmative—Yes. Affirmative, I agree.

Afterburner—An illegal linear amplifier, used to boost transmitting power of a CB transceiver.

ALERT—National public assistance organization which monitors channel nine and performs other emergency services.

Alert-Bert (Alert-Bird)—A member of ALERT.

Alligator—1. A CBer who transmits, but won't reply to other transmissions. That cottonpicking alligator is all mouth and no ears. 2. An illegal linear amplifier.

Alligator Alley—Florida, particularly southern Florida.

Amazer (Amazer Machine)—Police radar.

AMer—CB rig that uses AM (amplitude modulation).

Anchor—Last car or truck in a convoy.

Anchor Man—Base station operator.

Anchored Mobile—CB operator in car, truck, tractor, etc., in constant touch with one base station.

Anchored Modulator—Base station operator, particularly where base licensee operates several mobile stations.

Anchors Away—The coast is clear. We can travel as fast as we want.

Ancient Mary—AM radio.

Antenna Farm—1. Commercial radio station transmitter. 2. Apartment building.

Aphrodite—A sexy-sounding female voice.

Apple—An uncontrollable CB addict. He's apple to the core.

Apple Barrel—A gathering of CB addicts.

Apple Johnny—A CB missionary who spreads the word about Citizens Band radio.

Arkahoma—Official name of the language of CB.

Astrodome City—Houston, Texas.

Audio—Voice reception. Your audio's coming in five-by-five.

Auntie—A female base station operator. Also a female monitor for any public assistance organization.

Aunt Fanny—The Federal Communications Commission.

Aviator—A fast driver, especially a sports car driver.

B is for Bear

B-man—Businessman, particularly a travelling salesman.

Babble—Several voices talking over each other on one CB channel.

Baby Bear—Rookie policeman.

Baby Buggy—A school bus. Also a Volkswagen bus.

Back—1. Answer. 2. A command, asking for an answer.

Back Door—1. Last vehicle in a line of two or more, (see "Convoy.") 2. The road behind.

Back Door Closed (Or Open)—The rear of a convoy covered (or uncovered) for approaching police or highway patrol.

Back Door Battened Down—Same as above.

Back Down—1. Slow down. 2. Stop transmitting, go off the air.

Back In A Short Short—Be back in a minute, am going off the air momentarily.

Back It On Down—Slow down your vehicle.

Back Off—Same as above.

Back Off The Hammer—Same as above.

Back On Down—Same as above. Also, to go off the air.

Back Out—Finish a conversation. Also, to go off the air.

Back 'Em Up—Same as above.

Background—Interference, extraneous noise in transmission.

Backside—Return trip. We've got the hammer down on the backside and we're heading for our home-twenty.

Backstroke—Return trip. Also, the trip home.

Back To You—Used to let the other fellow know you're finished talking and that it's his turn now. Also, come back, come on, take it back, bring it back.

Backslide—Falling behind in a convoy, not keeping pace.

Backwater—Lightly travelled route. I'm staying off the superslab this trip and strictly striding backwater.

Backyard—Rear, particularly immediate rear. That cottonpicker came roaring through my backyard right on my bumper.

Bad Scene—A crowded or overcrowded channel.

Bag—Arrest. Did you see smokey bag that fender bender?

Bag A Uey—Make a u-turn.

Bagging Them—An operating, organized speed trap.

Bag Town—Baltimore, Maryland.

Ballet Dancer—CB antenna, especially a center or top-loaded mobile antenna.

Balloon Load (Load Of Balloons)—1. Light load. 2. Empty.

Balloon Tires—Radial tires.

Baloneys—Tires, any variety. Bitty baloneys are motorcycle tires.

Banana—A CBer in love with the sound of his own voice.

Band Bender—1. Linear amplifier. 2. A non-stop CB talker.

Bandmaster—Self-appointed boss of any given CB channel, decides who will talk to whom. Always seems to be monitoring a specific channel.

Banger—1. Bumper, especially front bumper. 2. Abbreviated form of Harvey Wallbanger (reckless driver).
Banging—1. Searching for. 2. Hunting.
Bao Bab—Extra-wide load (from Africa's baobab tree).
Bar City—Forest City, Arkansas.
Bareback—Car or truck not equipped with CB.
Barefoot—Operating CB within legal power limit. I'm running barefoot.
Barefoot Mobile—Car or truck without illegal pre-amplifier.
Barely Pop—Cream soda.
Barley Pop—Beer, especially Stroh's beer.
Barn—Garage.
Barney—Policeman on foot.
Base—Fixed CB location. Permanent CB station.
Basement—Channel one on Citizens Band.
Base Station—1. Same as above. 2. Central unit for network of several mobile units.
Basketball—Monitoring a channel. He's playing basketball on channel seven.
Bay City—San Francisco, California.
BCB—Before Citizens Band, (prior to September, 1958).
Beam—Highly directional antenna.
Bean Bag—Roadside restaurant, also a truck stop.
Bean Bucket—Lunchbox.
Bean Shop—Eatery, especially one that caters to truckers.
Bean Town—Boston, Massachusetts.
Bean Wagon—Roadside coffee truck.
Bear—Any kind of law enforcement officer. Not a derogatory term, but nevertheless not one to be used in any face-to-face confrontation with a policeman.
Bears Are Crawling—Police are everywhere throughout the area.
Bear Bait—1. A speeding driver. 2. Any vehicle travelling without CB.
Bear Bite—A speeding ticket.
Bear Buster—Any type of dashboard-mounted radar detector.
Bear Cage—Police station.
Bear Cave—Highway patrol station.
Bear's Den—Precinct station.
Bear Hunt—Motorists operating an organized search via CB for hidden police speed traps.
Bear In The Air—Police helicopter.
Bear In The Sky—Airborne (usually fixed wing) police radar patrol.
Bear Meat (Or Bear Food)—Motorist not equipped with CB.

Bear Report—Description of existing speed traps.
Bear Situation—Same as above.
Bear Story—Same as above.
Bear Taking Pictures—Police radar unit in operation.
Bear Trap—Hidden police speed trap.
Bears Wall-To-Wall—Police are everywhere. Proceed with extreme caution.
Bearded Buddy—Any type of law enforcement officer.
Beast (Also Beastie)—A top-of-the-line CB transceiver.
Beat—1. A second. 2. Regularly travelled route. My regular beat is the Jersey Pike.
Beaten Path—Inside or left hand lane.
Beat The Bushes—First car in a convoy checks for police and speed traps and keeps those behind him informed via CB. That front door sure can beat the bushes for us fine.
Beaver—Any female. Although derived from "beaver film," not considered derogatory and, in fact, a term many females will use to describe themselves. This here is Base Lady beaver looking for a 10-34. (Some discretion is advised before addressing a female by this term as recently "liberated" lasses have been known to strongly prefer being called "ladies.")
Beaver Base—A house of ill repute.
Beaver Buggy—Any automobile, but especially a convertible or sports car, which attracts (young) females.
Beaver Den—A female's home-twenty.
Beaver Hunt—A (not necessarily organized) search for attractive young ladies, usually by car.
Beaver Patrol—Same as above.
Bed Bug Hauler—A furniture truck, moving van.
Bed Sheet—Trucker's bill of lading.
Beehive—A large, "full-service" truck stop, e.g. The Windmill, outside of Wheeling, West Virginia.
Beer City—Milwaukee, Wisconsin.
Being—Heading, as in being south.
Belly Up—1. Off the road, accidentally. 2. A severe accident that leaves one or more vehicles with its wheels off the ground. 3. A vehicle in the shop for repairs.
Bending The Band—Employing an illegal amplifier to boost the strength of a CB transmitter.
Bending Your Windows—Speeding past you, a challenge. Give me a minute and I'll be bending your windows.

Benny Chaser—Coffee, particularly strong, black coffee.
Bent—Tired, exhausted.
Bent, But Not Burned—Tired, but still able to finish the job.
Bessie—A female passenger.
Bessie Smith—Expletive denoting general lack of concern. I don't give a bessie smith about those bears.
Better Cool It—Slow down, police are in the area.
Better Half—Wife (or girl friend).
Between The Sheets—Asleep, not necessarily in bed.
Big A—Amarillo, Texas.
Big Apple—New York City.
Big Brother—Any representative of a law enforcement agency, especially if not in uniform.
Big Car—Tractor-trailer.
Big D—Dallas, Texas.
Big Dogs—Greyhound buses.
Big E—Elizabeth, New Jersey.
Big Ears—Clean, clear CB reception. I've definitely got my big ears on today.
Big Eye—Television set.
Big Gun—Any high-powered sports or performance car.
Big Hat—State trooper or highway patrolman.
Big Juicer—All-night AM radio disc jockey, especially if he broadcasts over a 50,000-watt clear channel station. Buddy Ray is WWVA's big juicer.
Big M—Memphis, Tennessee.
Big Orange—Snyder tractor-trailer.
Big R—Roadway Freight System truck.
Big-Rig—Extremely powerful CB transceiver. Any eighteen-wheel, tractor-trailer.
Bigger Rigger—Owner-operator who drives his own truck.
Big Rigger—Truck driver.
Big Slab—Superhighway (at least four lanes).
Big Strapper—Extremely powerful CB transceiver.
Big Switch—On/Off knob on CB set. That's it for now, I'm pulling the big switch.
Big T—Tucson, Arizona.
Big Ten Four—Vastly overused expletive which has no real meaning, but is used in place of "right," or "okay." Most dyed-in-the-wool CBers avoid using this phrase today, since every new CBer latches on to "ten four" and then beats it to death while he is acquiring a larger vocabulary.

Big Molehills—The Rocky Mountains, also any mountains.
Big Numbers—A convivial greeting or sign-off, meaning best wishes,
Bikini State—Florida.
Billy—Club or pipe kept by most truckers right under their seats.
Billy Goat—A non-stop CB talker who butts into someone else's conversation and then won't quit.
Big Bird—Any airplane, but usually a jetliner.
Big Daddy—The Federal Communications Commissioner.
Binders—Brakes, particularly disc brakes.
Bird—1. Ford Thunderbird. 2. Pontiac Firebird.
Bird Bath—Car wash.
Bird In The Air—Fixed-wing police spotter plane.
Birdyback—Truck carrying cargo that was shipped originally by air.
Biscuit Burner—1. An oldtime CBer. 2. An active member of a CB club or coffee break.
Bite In The Britches—A speeding ticket.
Black And White—State trooper cars, particularly in Ohio, Missouri, and Illinois.
Black Ball—To ignore a particularly obnoxious CBer who is attempting to butt into a conversation.
Black Box—An illegal amplifier which boosts a CB transceiver beyond the legal 5-watt limit.
Black List—Published list of convicted CBers who have violated FCC Rules and Regulations.
Black Marks—"Endorsements" for speeding or other traffic violations.
Black Out—Beyond the range of CB reception. These blasted ole hills have put me in a black out.
Black Water—Weak coffee, (which is, nevertheless, stronger than "brown water").
Bleed (Or Bleedover)—Powerful transmission which interferes with reception on other channels.
Bleeder—CBer who continually broadcasts with a transmission so powerful that he interferes with other CBers in the area.
Bleedworthy—Likely to interfere with general CB reception. Using a linear amp will almost certainly make me bleedworthy.
Blessed Event—A new CB rig.
Blind Side—Passenger or right-hand side of a vehicle.
Blinker—1. Flashing yellow (caution) light. 2. Flickering headlight.
Blinkey—Vehicle with only one (working) headlight.
Blinkin-Winkin—School bus or any vehicle carrying children.
Blocking (The Channel)—Preventing others from using a channel by keying the mike, etc.

Blowing A Horn—Using an external PA system attached to a working CB transceiver.
Blowing Off (Your Doors)—Passing, at high speed.
Blowing Smoke—Putting out a strong, clear signal.
Blowing Steam—Same as above.
Blood Bank—Hospital or infirmary.
Blood Bucket—Ambulance.
Blown Pumpkin—A flat tire.
Blue And White—State trooper or highway patrol car.
Blue Book—Truck Stops of America, Inc. directory.
Blue Boys—Policemen, especially uniformed city police.
Blue Envelope—File which contains a motorist's record of offenses.
Blue Grass—Kentucky.
Blue Jeans—State troopers.
Blue Light Machine—Highway patrol car, marked.
Blue Skies And Green Lights—Friendly sign off, means happy. safe motoring.
Blue Slip—Driver's license.
Boastie Toastie—A CB "expert."
Bob Tail—Truck tractor traveling without trailer.
Bodacious—Very, very strong. Your bodacious signal is pinning my needle.
Bogey—Any vehicle with more than two axles.
Boll Weevil—A CBer who monitors a channel but never speaks.
Boob Tube—Television.
Boogeying—Moving out, accelerating.
Boogie Man—State trooper.
Boogie Woogie—Vehicle being blown all over the road in a high wind.
Book Of Beavers—A little black book of names and addresses.
Boomer—An illegal linear amplifier.
Boom It Down—Turn down the volume.
Boom Wagon—Any vehicle carrying explosives.
Boondock (Also Boonies)—1. Any small town. 2. Backwoods.
Boondocking—Travelling off the beaten path.
Boot—Tire, particularly a truck tire.
Boot Hill—End of the road for any eighteen wheeler.
Boots (On)—Transmitting with a linear amplifier.
Both Feet On The Floor—Driving with one foot on the brake and the other on the accelerator (usually in a crowded line of traffic).
Bottle Popper—Beverage truck.
Bottoms Up—Returning empty, no cargo. I'll be riding bottoms up on the flip flop.

Boulevard—Eight-lane super highway. Any interstate.
Bounce Around—1. Return trip. 2. Next trip through.
Bouncer—A one-day return trip.
Bouncing Cardboard—Driver's license.
Box—1. Truck trailer. 2. CB transceiver.
Box On Wheels—Hearse.
Boxed Out—Prevented (usually by a truck you've just passed) from returning from outside to inside lane.
Boxer—Tractor-trailer driver.
Boy Scouts—State troopers or highway patrolmen.
Bozo—Any policeman on foot.
Bra Buster—1. Any goodlooking female. 2. An especially shapely, goodlooking female.
Brass Pounder—Shortwave or ham operator.
Brass Pump—Shortwave radio set.
Bray—Blow your horn, especially an airhorn.
Bread—Money, paycheck, etc.
Break (Also Breaker Or Breaker, Breaker)—Phrase used to ask permission to enter into a CB conversation. Usually used in conjunction with the number of the channel being used, e.g. "Break, one nine." (Break or breaker can also refer to the person who is "breaking.")
Breaker Baby—A neophyte CBer who continually breaks into conversations, but then has little or nothing to say.
Breaker Broke—Same as above.
Breaker By—Usual reply to a request for a break.
Breaker One-One—Appropriate way to establish contact on channel eleven (the FCC-designated "calling" channel).
Break For Short Short—Ending transmission for a brief spell.
Break For _____—Permission requested to break into an ongoing conversation to speak to a particular individual. Break for the Pink Lady.
Breaking The Old Needle—Transmitting loud and clear.
Breaking Up—Transmitted signal is fading, either because of outside interference or increased distance between sender and receiver.
Breaking Wind—Traveling first in a line of vehicles.
Breeze It—Forget it. Breeze that baby breaker.
Brew—Coffee, particularly truck stop coffee in which a spoon will stand up.
Bring It Back—Answer back, awaiting your reply.
Bring Yourself In On It—Same as above.
Brown Betty—Coffee pot.

Brown Bottle—Beer.
Brown Bottle City—Milwaukee, Wisconsin.
Brown Paper Bag—Unmarked police car.
Brownie—1. Meter maid. 2. Portable radar unit.
Brown Bug—1. Browning transceiver. 2. Owner of a Browning CB set.
Brownie Town—Laconia, New Hampshire, home of the Browning Company.
Brush Your Teeth And Comb Your Hair—Slow down to 55 mph, speed trap ahead.
B-Town—Baltimore, Maryland.
B-Girl—Waitress (bean lady).
BTO—Big time operator, usually president of a CB club or coffee break.
Bubblegum Factory—School.
Bubblegum Machine—Highway patrol car with light and siren mounted on roof.
Bubblegummer—Teenager, or any young CBer.
Bubble Trouble—Leaking or flat tire.
Bucket Of Blood—Ambulance.
Bucket Of Bolts—Any old or worn-out vehicle.
Buckeye Basin—Lake Erie.
Buckeye State—Ohio.
Buck Rogers Machine—Police radar speed trap.
Buddy (Also Good Buddy)—Fellow CBer. Come on back, breaker buddy.
Buffalo—Adult male.
Bug Out—Leave (in a hurry).
Bugs On The Glass—Insects on the windshield.
Bull—Any law enforcement official.
Bulldog—Mack truck.
Bullet Bob—State trooper.
Bullrider—Driver of a cattle truck.
Bull Rack (Also Bull Wagon)—Cattle (livestock) trailer.
Bumblebee—An annoying CBer who "buzzes" from channel to channel, but never has anything to say.
Bumper Car—An old, beat-up jalopy.
Bumper Jumper—A tail-gater, a car or truck who follows a vehicle too closely.
Bumper Lane—Passing (left) lane.
Bumper Pumper—Wrecker, tow truck.
Bumper Thumper—Reckless driver.
Bunch Of Grapes—Cocktail bar and/or lounge.
Burma Shave—Bull.

Burn Out The Bulb—Short circuit or otherwise blow out a CB transceiver (blow a fuse).
Burying Your Head In The Book—Checking up on the FCC Rules and Regulations, Part 95.
Bushel—1000 pounds or half a ton. Most eighteen wheelers run about eighty bushels.
Bushel Basket—Truck with half-ton payload, pickup truck.
Bust 'Em Up—A fight or brawl.
Butcher Boy—Driver of meat truck.
Butterfly—A female hitchiker.
Butter-N-Egg Man—Dairy truck driver.
Buy An Orchard—Have an accident.
Buzz—Pass another vehicle while traveling at high speed.
By—Listening, monitoring a particular channel. I'm down and by.

C is for CHANNELMASTER

Cab—Driver's compartment.
Cabbie—Passenger, usually a hitchhiker.
Cackle Crate—Truck carrying chickens or turkeys.
Cactus Juice—Tequila.
Cactus Patch City—Phoenix, Arizona.
California Coffee—Cheap wine, ripple, et. al.
California Cornflakes—Cocaine.
California Grapevine—Main drag between Los Angeles and San Francisco.
California Turnarounds—Amphetamines, strong enough to keep you awake on a NY-LA-NY roundtrip.
Call—Transmit over CB. I'll call you tonight.
Call Letters (Call Sign)—FCC-issued station identification letters.
Camelback Body—Truck-trailer with floor which curves downward toward rear.
Camera (Also Kodak, Polaroid)—Radar speed trap.
Candle—Flare, usually marking a roadside accident or road repair.
Candle's Lit—(Police car with) lights on.
Candyman—FCC field enforcement officer.
Capitol J—Jackson, Mississippi.
Carbon Copy—Repeat message. Can I have a carbon copy of that last time check?
Carrier—Signal transmitted without modulation (voice). See "keying the mike."
Cart (Or Go-Cart)—Stock car, performance car.

Cartel—Group of CBers who dominate a particular channel and keep others from breaking in.
Carter's Little Liver Pills—No-Doz or other sleep-repressant tablets.
Catch—Listen for, hear. I can catch you at about five miles.
Catch A Cold—Get a speeding ticket.
Catch A Fly Ball—Pick up a CB transmission outside the legal 150 mile limit.
Catch Car—Highway patrol car which lies in wait above a radar speed trap to chase down speeders.
Catch Some Crumbs—Poor reception. Things were so bad I could only catch some crumbs.
Catch You On The Old Flip Flop—I'll talk to you again on my return trip.
Catcher's Mitt—A base station antenna of maximum legal height.
CB Bible—The good book.
CBer—Any owner or operator of a Citizens Band radio.
CB Land—The "invisible nation" of CBers.
Cell Block—Holiday Inn.
Cement Mixer—Truck stop coffee maker.
Chain Gang—Convoy of four or more vehicles.
Channel Hog—CB operator who exceeds the maximum five-minute time for unbroken conversation.
Channelmaster—CBer, usually self-appointed, who keeps the conversational traffic moving on a given channel.
Channel Niner—Emergency or public assistance monitor who listens exclusively to channel nine.
Charlie (Or Charlie, Charlie)—Affirmative, yes.
Charlie Brown—Citizens Band.
Chase Car (Chaser)—Police car used to apprehend victims of a speed trap (see catch car).
Check The Seat Covers—Keep a lookout for pretty girls.
Check Your Eyelids For Pinholes—Try to keep awake.
Cherry Picker—High cab-over-engine tractor, also called a peach picker.
Chew And Choke—Roadside restaurant, also a truck stop.
Chick—Waitress.
Chicken—Toll Collector.
Chicken Choker—Poultry truck.
Chicken Coop—ICC weigh station.
Chicken Coop Is Clear (All Right)—Weigh station is closed.
Chicken Inspector—Weigh station operator.
Chicken Plucker—ICC inspector, a particularly derogatory appellation.

Chief Hood Lifter—Foreman or supervisor in a garage.
Chitchatter—CBer who spends hours on the air uttering nothing but pointless pleasantries.
Chi Town—Chicago, Illinois.
Choke And Chew—Truck stop restaurant.
Choking The Chicken—Avoiding an open weigh station.
Choo Choo Town—Chattanooga, Tennessee.
Chopped Top—1. Short antenna. 2. Male homosexual.
Chopper—Helicopter.
Christmas Card—FCC Class D CB license.
Christmas Tree—Tractor-trailer with all running lights lit.
Christmas Wreath—Spare tire mounted on rear end of truck, car, or trailer.
Chucking Carriers—Deliberate act of holding down "key" on microphone to prevent others from talking. Also known as "keying the mike," or "dry carrier."
Cigar City—Tampa, Florida.
Cinderella City—Disneyland, California.
Cinderella World—Disneyworld, Florida.
Circle City—Indianapolis, Indiana.
Circus Wagon—Montfort truck, noted for their fancy paint jobs.
City Flyer—Trucker who makes local deliveries only.
City Kitty—Local, city police.
Class A—Citizens Band service authorized between 460-470 MHz.
Class C—Citizens Band service authorized between 26.96-27.26 MHz and 72.0-76.0 MHz bands.
Class D—Ordinary Citizens Band frequency authorized between 26.96-27.26 MHz.
Clean—1. Free and clear of police and/or obstructions. The road ahead is definitely clean. 2. Crisp, clear signal. I'm copying you clean.
Clean And Green—Road conditions excellent, no police in sight. Put the hammer down, it's clean and green.
Clean As A Spring Day—Road ahead is free of speed traps.
Clean Channel—A channel free of CB traffic.
Clean Cut—A stock (factory) vehicle, without any accessories or modifications.
Clean Shot—Perfect road conditions, little traffic, no police or speed traps.

Cleaning Up—Making good time, accelerating.
Clear—Through transmitting. I'm clear, down and out.

Clear After Yourself—Turning off the transmitter after other party signs off.

Clear And Near—Finished transmitting, but still listening for further messages.

Clear And Rolling—Finished transmitting and moving out.

Clear As A Summer Night—Perfect road conditions up ahead.

Clear There With You—Transmission over, but still monitoring same channel. Thanks for the info, good buddy, I'm clear there with you.

Cliff Hanger—Mountain road, particularly a narrow one or two lane road on a steep incline.

Close The Gate—Turn off transmitter, especially to avoid a boring or banal conversation.

Coal Bucket—Coal-carrying truck.

Coax—Coaxial cable, wire that runs from transmitter to antenna.

Cockle Burr—Pep pill, used by drivers to keep awake.

COE—Cab over engine, as opposed to conventional (long nose) truck tractors.

Coffee Break—Local CB club which meets regularly to discuss matters of general interest.

Coffee Pot—Cement mixer.

Coffee Western-Style—Stale coffee, "on the range all day."

Coffin (Or Coffin-Box)—Sleep compartment in truck tractor.

Coke Stop—Stop for Mother Nature.

Cold Chicken—Toll gate closed.

Cold Coffee—Beer.

Cold Turkey—Making a return trip without any rest.

Collect Call—Message for a specific CBer. I've got a collect call for Apple Betty.

Colorado Koolaid—Beer, particularly Coor's.

Crystal—Piece of quartz (or synthetic equivalent) which determines which frequency (or frequencies) your transceiver will operate on.

Cuban Candle—Cigar.

Cub Scout—Motorcycle patrolman, also a motorscooter cop.

Cuda—Plymouth Barracuda.

Cup Of Mud—Coffee, especially thick, black coffee.

Cut Loose—End transmission, also "sign off."

Cut The Coax—Sign off, turn off power in transceiver.

Cut Some Z's—Get some rest and/or sleep.

C.W. McDuck—C.W. McCall, whose hit record, "Convoy," helped introduce CB to the general public and whose handle is "Rubber Duck."

Colors Going Up—Highway patrol or state trooper's car switching on lights and siren in pursuit of a speeder.
Column Left (Or Right)—Left (or right) turn.
Come Again—Please repeat that last message.
Come Back—Same as above, also "please answer me."
Come On (Breaker)—It's all right to break into this conversation. What do you want?
Comic Book—Trucker's log.
Coming In Loud And Proud—A greeting appropriate as an answer to a breaker who has asked for a radio check.
Coming Out The Windows—Perfect reception. I read you, Rubber Duck. You're coming out the windows.
Coming Out (Or In) Too Terrible—Volume is too high for clear reception.
Concentrator—Driver.
Concrete Beehive—Apartment building.
Concrete Jungle—City or any heavily built-up area.
Concrete Ribbon—Highway, especially an interstate highway.
Concrete Treehouse—High rise office building.
Conniving Canary Woman—Truck or taxi company's female radio dispatcher.
Convac—Abbreviated form of "conversation."
Conventional—1. Gasoline powered (not diesel). 2. Engine out in front of driver's seat.
Conversate—Talk via Citizens Band radio.
Convoy—A line of vehicles in contact via CB. The first vehicle is the *front door.* He *shakes the trees* and lets the vehicles behind him know if there are any police or speed traps, road obstacles, or traffic congestion ahead. The last vehicle in a convoy is the *back door.* He *rakes the leaves* and reports any police coming up from behind. The vehicles in between the front and back doors ride in relative security and are considered, therefore to, occupy the *rocking chair.*
Cooked Goose—Speeder who has been caught by a radar unit.
Cookie Box—Gear box, especially an eighteen wheeler's.
Cookie Jar—Cigarette machine.
Cookies (Also Weeds)—Cigarettes.
Cooking—Travelling fast, making good time.
Co-Pilot—Passenger, usually riding "shotgun," in the front seat, next to the driver.
Cop Some Z's—Go to sleep.
Copy—Receive and understand. Do you copy my mail?
Copy Cat—A vehicle not equipped with CB which closely follows a truck or car with "ears on."

Copy Flop—U-turn made by a police car, usually in hot pursuit.
Copying The Book—Operating a CB strictly according to FCC Rules and Regulations, e.g. giving call letters instead of a handle.
Corn Binder—International tractor-trailer.
Cornflake Machine—Consolidated Freight truck.
Cottonpicker—1. A CBer you don't particularly like. 2. A derogatory term describing all non-CBers. 3. A catchall derogatory phrase. 4. term of affection when used between good friends.
Cotton Tail—Female hitchiker.
Country Cadillac—A pick-up truck.
Country Joe—County police.
Country Ways—Exhibiting extreme politeness or hospitality.
County Mounty—County police or sheriff's deputy.
Coupon—Speeding ticket.
Cover Girl—Female, as in "seat cover."
Cover Up—Interfere with, crowd off the channel. I'm afraid that cotton-picker with his boots on will cover you up, old buddy.
Cover Ground—Travel above the legal 55 mph speed limit.
Covers—Handles, nicknames used by most CBers.
Cowboy—Over the road truck driver.
Cowboy Cadillac—1. Chevy El Camino or Ford Ranchero. 2. Any pick-up truck.
Cowboy Clothes—Fancy boots and stetson hat worn by many truckers.
Cowgirl—Female trucker.
Cow Town—Fort Worth, Texas.
Cradle Baby—Neophyte CBer who keeps attempting to break, but hasn't the nerve to assert his right to enter a particular channel.
Crank Up—Turn on a mike pre-amp or an illegal linear amplifier to boost output power.
Creeper—Bottom (first) gear.
Cruise—Travel at a comfortable speed, without having to worry about speed traps or road conditions.
Crumbling Cookie—Stripped gear.
CRW—Community Radio Watch, a public assistance organization that monitors channel nine.

D is for DONALD DUCK

Daddy-O—The Federal Communications Commission.
Dago City—San Diego, California.
Dark Time (Also, Downtime)—Night.
dB—Decibel, unit measurement of loudness.

Deadhead—Empty, especially returning home empty.
Dead Key—Pressing the talk switch on a transceiver's microphone, thereby blocking anyone else from using the channel. See "keying the mike."
Dead 'n Dying—Losing power, due to malfuncation.
Dead Pedal—1. Slow driver. 2. Inexperienced CBer.
Decoy—Unmanned police car, parked alongside highway.
Delta Tune—Fine-tuning device on transceiver.
Demon—Driver who seldom travels below the legal 55 mph speed limit.
Dent Collector—Reckless driver.
Derby Town—Louisville, Kentucky.
Detroit Vibrator—Chevrolet truck.
Devil (Also Devil May Care)—A driver who never seems to get speeding tickets. That devil leads a charmed life.
Diarrhea Of The Mouth—Non-stop talk. That cottonpicking rubberbander has diarrhea of the mouth.
Dice City—Las Vegas, Nevada.
Diesel Car—Diesel-powered truck-tractor.
Diesel City (Also MoTown)—Detroit, Michigan.
Diesel Digits—Channel 19, the truckers' channel.
Dig—Accelerate, push your foot through the floor.
Dig Deep—Use a large antenna system to pull in distant signals.
Digger—An habitual speed demon.
Dig You Out—To understand a message, also to pull a clear signal out of a lot of "junk traffic."
Dingy Weeds—The country, also the boondocks.
Dirty Side—The East Coast, from Boston to Washington.
Dirty Side City—Newark, New Jersey.
Ditch Light—Running or spot light focused on right hand edge of road.
Divorce City—Reno, Nevada.
Dock It—Park.
Dock Walloper—Warehouseman who helps load and unload trucks.
Dog—Gear.
Dog Box—Gear box, especially on a 16-gear eighteenwheeler.
Dog House—Engine compartment.
Dog Track—A vehicle whose wheels are out of line.
Do It To It—Accelerate to full speed, maximum power.
Do It To It, That Way—Travelling a 55 mph, maximum legal speed.
Do It To Me—Answer back, please reply.
Do Our Thing In The Left Hand Lane—Passing other vehicles, but not exceeding legal, posted speed limit.

Do The Old Five-Five—Travel at (or below) the maximum legal speed limit of 55 mph.

Do You Copy?—Do you understand, do you hear me clearly?

Do You Hear Someone Knocking on Your Back Door?—Is another vehicle coming up fast from behind?

Donald Duck—A CBer using single sideband (SSB) which sounds like a high-pitched squawk when received on an ordinary (AM) CB radio.

Donkey—Last vehicle in a long line, also the Back Door.

Don't Feed The Bears—Slow down, there's a speed trap up ahead.

Don't Let Your Tricking Trip Up Your Trucking—Don't let a woman keep you from meeting your schedule.

Don't Let Your Trucking Trip Up Your Tricking—Keep your priorities in order. First things first.

Doodle Bug—Small, powerful tractor used in warehouse districts to move tractor-less trailers into position for loading or unloading.

DOT—Department of Transportation.

Dot Man—Department of Transportation inspector.

Double Bottom Rig—Twin trailers, behind a single truck tractor.

Double Bubble—Spare tire.

Double Buffalo—55 mph, the maximum legal speed limit.

Double Clutch—To change gears while quickly depressing, then releasing clutch twice, to allow engine to reach maximum torque as quickly as possible.

Double E—Eighty eights, best wishes and/or warm greetings.

Double Eights (Also Double Eighty Eights)—Warm greeting or sign off salutation.

Double Indians—55 mph, the legal maximum speed limit.

Double L—Telephone (land line).

Double Nickels—55 mph, the maximum legal speed limit.

Double Seven—Cordial salutation; greetings, best wishes.

Double Slab—Interstate highway.

Double Truckers—Twin, mirror-mounted mobile antennas.

Double Whammy—To eyeball someone you're talking to on CB.

Douche Job—Car (or truck) wash.

Doughnut—Balloon tire.

Down And Gone—Finished transmitting and off the air.

Down And On The Side—Finished transmitting, but still listening in.

Downed—Disabled, due to mechanical failure.

Down In The Corner—Bottom gear.

Down One—Have a drink (or two).

Doze—Cruise along well below the maximum speed limit.

Drag Down—Shift too slowly to lower gear to avoid using brake.
Dragging Wagon (Also, Dragon Wagon)—Wrecker, tow truck.
Dress For Sale—Lady of the evening, a professional.
Drive The Peg—Travel at exactly fifty-five miles per hour.
Driver—Drive wheel (front or rear).
Drop It On The Nose—Travel at exactly 55 mph, especially when passing a policeman or speed trap.
Drop It On The Shoulder—Pull off the highway and park on the edge of the road.
Drop The Body—Unhook from a trailer and drive away.
Drop The Hammer—Accelerate.
Dry Carrier—Grain truck.
Dry Clean—"Automatic" car wash.
Duck Plucker—Weigh station inspector.
Dudley DoRight—Missouri Highway Patrolman.
Dummy—Unmanned police car.
Dump Truck—Garbage truck.
Dunkin' Doughnuts—Travelling with one or more flat tires.
Dusting—Driving with right wheels on road shoulder, raising a cloud of dust.
Dust My Britches—1. Pass me. 2. Transmit simultaneously, thereby blocking my signal.
Dust My Ears—My transmission has been interrupted. That cotton-picker's trying to dust my ears.
Dust Off My Rig—Re-tune transceiver and antenna for peak performance.
DX—Long distance, derived from ham operator term.
DXing—Transmitting for maximum distance. See "skip working."

E is for EARS

Early Bird—Driver who is habitually first in every line.
Early Pump—Oil well derrick.
Ears—1. CB radio. 2. Antenna. 3. CB operator.
Ears On—CB radio turned on and tuned in. That old buddy has his ears on.
Easy Chair—Vehicles in between the first and last vehicles in a convoy. See also "rocking chair."
Eat And Run—Make good time, with no distractions.
Eat 'Em Up—Roadside restaurant or truck stop.
Eat Gravel—Leave the road continuously, especially in bad weather.
Eat Up Them White Lines—Make excellent time, travel at top speed.

Eighteen-Legged Pogostick—An over the road tractor-trailer.
Eighteen Wheeler—Same as above.
Eight Miler—Fourwheeler who keeps you guessing because his turn signal has been on for the last eight miles.
Eights (And Other Good Numbers)—Best wishes, greetings, etc.
Eighty-Eights—Same as above, in spades.
Eighty-Eights, Around The House (And Into The Barn)—The warmest greeting you can give an old buddy.
Eighty-Eights And Ten—Same as above, plus indication that you're through transmitting.
Electric Teeth—Police radar speed trap.
Elevator—Hydraulic end-gate on tractor-trailer.
Eleven Meter Band—Home of Class D Citizen Band frequencies, formerly a ham operator's band.
ERP—Effective radiated power.
ERS—Emergency radio service (channel nine); any public assistance monitoring service.
Evel Kneivel—Motorcyclist.
Evel Kneivel In Smoke—Motorcycle patrolman.
Everyman—Any CB owner/operator.
Everything Is Slick—The road conditions ahead couldn't be better.
Expander—Flatbed trailer which can be expanded to carry oversize loads.
Express Body—Open box truck body.
Expressway Boogie—Vehicle dancing all over road in heavy wind.
Extra Money Affair—Speeding ticket with unusually large fine included.
Eyeball—To see, look at. One of these days, good lady, I'm going to put an eyeball on you.
Eyeball Que-So (QSO)—Same as above.
Eyeball To Eyeball—CBers meeting each other in person.
Eye In The Sky—Aerial speed trap, operated by police with radar, usually in fixed wing, single-engine airplane.
Eyecatcher—Goodlooking young lady.

F is for Fourwheeler

Fancy Gap—Route 53, near the town of Mt. Airy, West Virginia. A particularly difficult stretch of road.
Fancy Seat Covers—Especially goodlooking young ladies.
Fat Load—An extra large or oversized load.
Feather Foot—An habitual speeder who never seems to get caught (since he always "knows" when to feather his prop and slow down before passing a speed trap).

Fed—Any representative of the Federal Communications Commission.
Feed The Bears—Drive foolishly or above the legal limit.
Feed The Ponies—Bet on horses.
Feet—1. An illegal linear amplifier. 2. Miles.
Fender Bender—A generally reckless driver, particularly a fourwheel reckless driver.
Ferdinand (The Bull)—Any policeman, especially one who doesn't seem inclined to give chase to speeders.
Fifth Wheel—1. Device used to connect a truck tractor to a semi-trailer. 2. A CBer who is listening in on a conversation but saying nothing.
Fifty Dollar Lane—The left hand (or passing) lane.
Final—The end, definitely. I'm down and out, and that's final.
Final Edition—Last transmission of the day.
Find A Clean One—Switch from channel to channel until you find "room" to talk.
Fingers—Antennas.
Finger Wave—Obscene gesture made with either one or two fingers.
Firecracker—Flare, especially the type used to indicate an accident on the highway.
Fireworks—Flashing lights atop a moving police car.
First Sergeant—Wife (or girl friend).
Fish—Plymouth Barracuda.
Fishing Pole And A Partner—Twin (mobile) antennas.
Five By Five—Strong, clear signal (see "kicking out five," "putting out five," etc.).
Five Finger Discount—Stolen. I picked up this antenna at a five finger discount.
Five-Five Smile—Travelling at 55 mph, especially when passing a speed trap. I smartened myself up and gave that old smokey my best five-five smile.
Five Star Edition—Same as Final Edition.
Five Watts—Maximum legal input power for a Class D citizens band transceiver.
Fix—Location, (often determined by radio direction finder, as used by the FCC).
Fixed Station—Base, especially if a base is serving as command post for several mobile units.
Fixer—FCC field enforcement official.
Fix Or Repair Daily—Ford Truck.
Flag Town—Flagler, Arizona.
Flagwaver—Road construction man, signalling "slow down."

Flagwaving Taxi—Highway department vehicle, usually with red or yellow blinking lights.

Flake (Flakie)—A CBer who communicates useless or incorrect information over the air.

Flame Foot—An habitually fast driver.

Flapper—Mobile CB antenna.

Flasher—1. Blinking lights, used by motorists as a day-time warning signal that police are in the area. 2. Topless waitress, as at Naked City, Indiana, truckstop.

Flashlight Shirt—Western-style shirt with pearlized snaps in place of buttons. Worn by many over-the-road truckers and not a few truckstop cowboys.

Flatbed—Semi-trailer without sides.

Flatface—Cab over engine tractor.

Flat Key—Deliberately pinning "talk" button on microphone, thereby making it impossible for others to transmit on that particular channel.

Flat Key Frank—An habitual flat keyer.

Flick (Or Flicker)—Movie.

Flight Man—ICC weigh station assistant.

Flip (Or Flip Flop)—The return trip. I've got to go now, but I'll catch you on the flip flop.

Flip-Flopping Bears—Highway Patrol who are covering a highway in both directions.

Flipper—1. Turn signal. 2. Return trip.

Flip Side—1. Return trip. 2. The bottom of a car or truck.

Flivver—Any old or broken down vehicle.

Floater—Coasting, freewheeling.

Floats—Tires, especially single tires.

Flop It—Turn around.

Folding Camera—Highway patrol radar unit.

Foot In Mouth Disease—An uncontrollable, non-stop talker. That rubberbander must have foot in mouth disease.

Flowers—Best wishes (see "threes and eights," etc.).

Fluff Stuff—Snow, snowflakes.

Fly By—Pass, without slowing down.

Fly In The Sky—Highway patrol aerial radar spotter.

Flying Orders—Destination, point of delivery. That eighteen wheeler has flying orders for Shakey City.

Fly Trap—A well-disguised speed trap.

Foglifter—An interesting CBer.

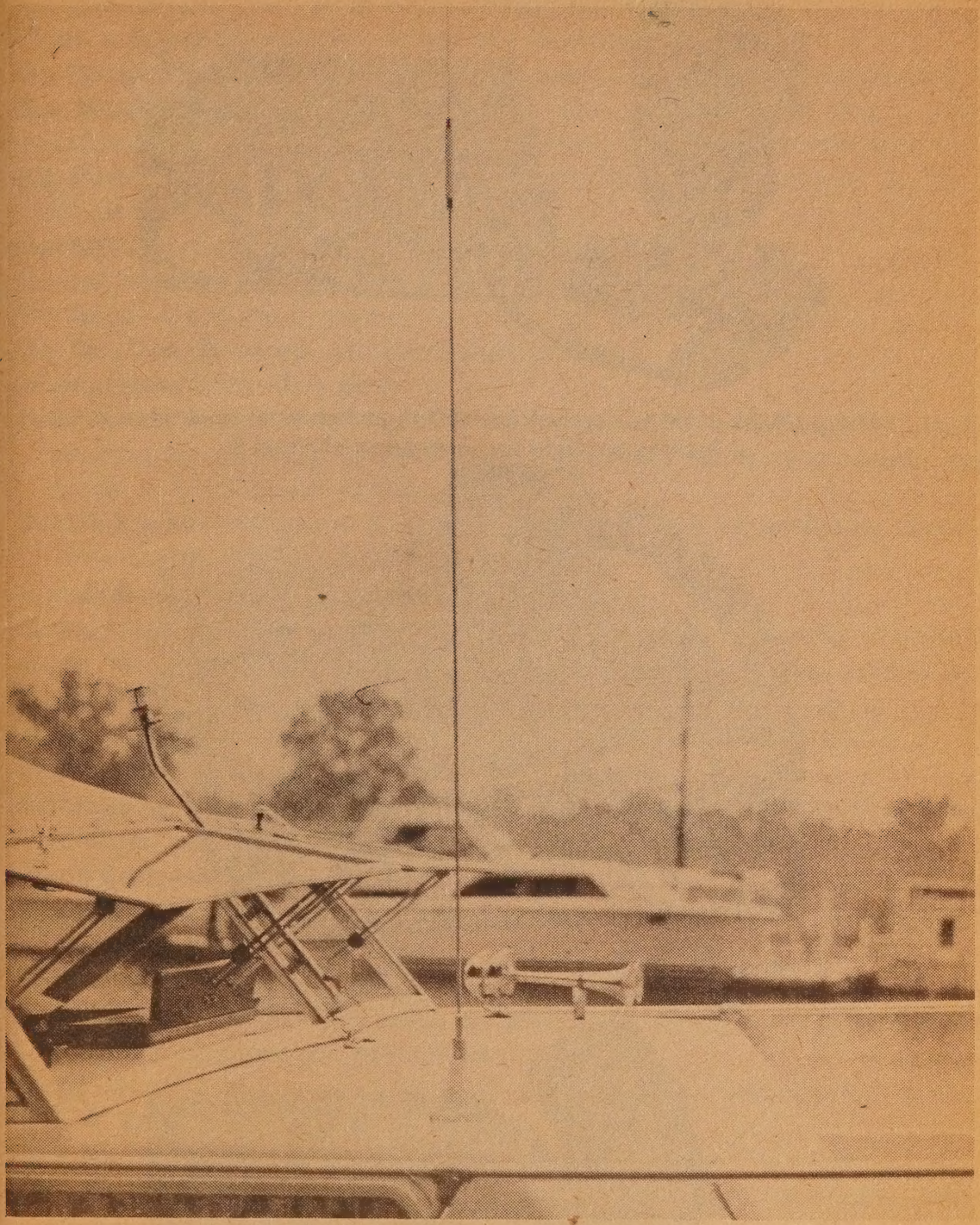
Folding Flicker—New Vascar speed-monitoring equipment.

Foot In The Carburetor—Accelerating, very quickly.
Footwarmer—An illegal linear amplifier.
For Sure—Okay. Roger. Ten four.
Forty-Footer—A tractor-trailer combination, which usually measures at at least forty feet.
Forty-Fours—I've got (several) messages for you.
Forty-Over—Message delivered, I'm signing off.
Forty-Weight—Beer, especially Iron City Beer.
Four—Abbreviated form of "ten four," okay.
Four Banger—Small, four cylinder automobile.
Four By Four—A Bronco, Blazer, or Jeep with four cubic feet of cargo carrying space.
Four D—Same as Four.
Four Lane Parking Lot—Crowded highway or expressway.
Four-Legged Beast—A race horse, particularly a race horse who never seems to cross the finish line first.
Four-Legged Go-Go Dancers—Pigs.
Four Roger—Same as "ten four," okay.
Four Ten—Another way of saying "ten four," okay.
Four Wheeler—Any automobile. A derogatory term used by truckers ("eighteenwheeelers"), but now universally employed.
Fourwheeler With Fire In His Tail—A speeding automobile.
Fox—A fox hunter's quarry, any gcod looking female.
Fox Charlie Charlie—The Federal Communications Commission.
Fox Hunter—Any male on the lookout for a good looking female.
Foxy Lady—A female who flirts with truckers, particularly over the air.
Free Ride—In neutral, coasting.
Freight Train—A twin or double trailer combination.
Friendly Candy Company—The Federal Communications Commission.
Frilly Blouse—A goodlooking lady driver (A "frilly blouse" with only one button is a sensational looking lady driver).
Frisk—State trooper or other policeman asking for your driver's license, registration, etc.
Friskie City—San Francisco, California.
Friskie Whiskey—100 proof alcohol.
Front Door—Lead vehicle in a convoy. The front door shakes the trees to see if the road ahead is free of congestion and speed traps.
Front End—A vehicle's bumper.
Front Porch—Bridge or overpass over a highway. Smokey is dozing up there on the front porch.
Fruitliner—White Motor Company truck.

Fugitive—CBer who creates a nuisance on one channel then runs to another where he begins all over again.
Full Of Vitamins—A big, powerful engine.
Funny Book —A trucker's company log.
Funny Bunch Of Idiots—The Federal Bureau of Investigation.
Funny Farm—1. Retirement home. 2. Anywhere a trucker ends up after a life on the road.
Fuzz Buster—Any of several types of dash-mounted radar detectors (Illegal in some states).
Fuzzy Fred, The Friendly Fed—FCC field enforcement officer.

G is for GOOD BUDDY

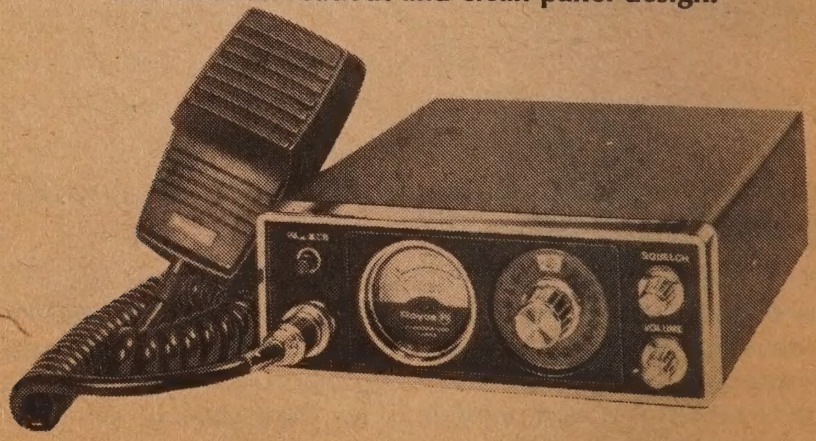
Gambling Town—Las Vegas, Nevada.
Gandy Dancer—Highway department construction crew member.
Gat (Also Blower, Blowgun, Popper, Peashooter)—A gun.
Gateway City—St. Louis, Missouri.
GBY—Shortened version of "good buddie."
Gear Bonger—Driver who consistently grinds gears when shifting.
Gearjammer—Any over-the-road truck driver.
General Mess Of Crap—GMC truck or tractor.
Generate—Transmit, broadcast (also "modulate").
Gentle Ben—Any law enforcement officer.
Georgia Overdrive—Neutral gear (Also see "Mexican overdrive" and "midnight overdrive").
Get Horizontal—Take a nap, go to sleep.
Get Trucking—Accelerate, move out quickly.
Get Your Signals Off—Have a great time CBing.
Getting Out—Transmitting, broadcasting.
Grinning And Wheel Spinning—Moving at a very fast clip.
Girlie Bear—Lady policeman.
Give A Short—Give me a few minutes' rest.
Give A Shout—Give a call (over the air). I'll be modulating again about six bells so just give me a shout.
Give Me A Shot—Transmit for a minute or so, to let me check my reception.
Glad Hand—Air brake hose system on an eighteen wheeler.
Glitch—Malfunction in a CB transceiver, presumed caused by an invisible gremlin.
Glory Card—FCC Class D CB license.
Glory Wagon—A fancy vehicle with lots of accessories.
Go—Down and out, signing off. Nice talking to you old buddie, we go.



When you are at the wheel and water on the deck is up to your knees, you begin to appreciate the center-loaded, stainless-steel, half-wave marine CB antenna you installed. The model shown above is Antenna Specialists M-223 which requires no ground plane. A special fold-over mount makes it possible to lay the eight-foot antenna down quickly for transport or protect it from low bridges, overhangs, and low-flying Coast Guard sea planes.

Sharp CB-2460 AM transceiver has LED digital channel readout, and a flashing red light for emergency channel 9.

RT-40 mobile rig for AM from Emergency Beacon Corp. has LED channel readout and clean panel design.



Royce Model 1-648 features a full-size transmitter power output/receiver signal strength meter.

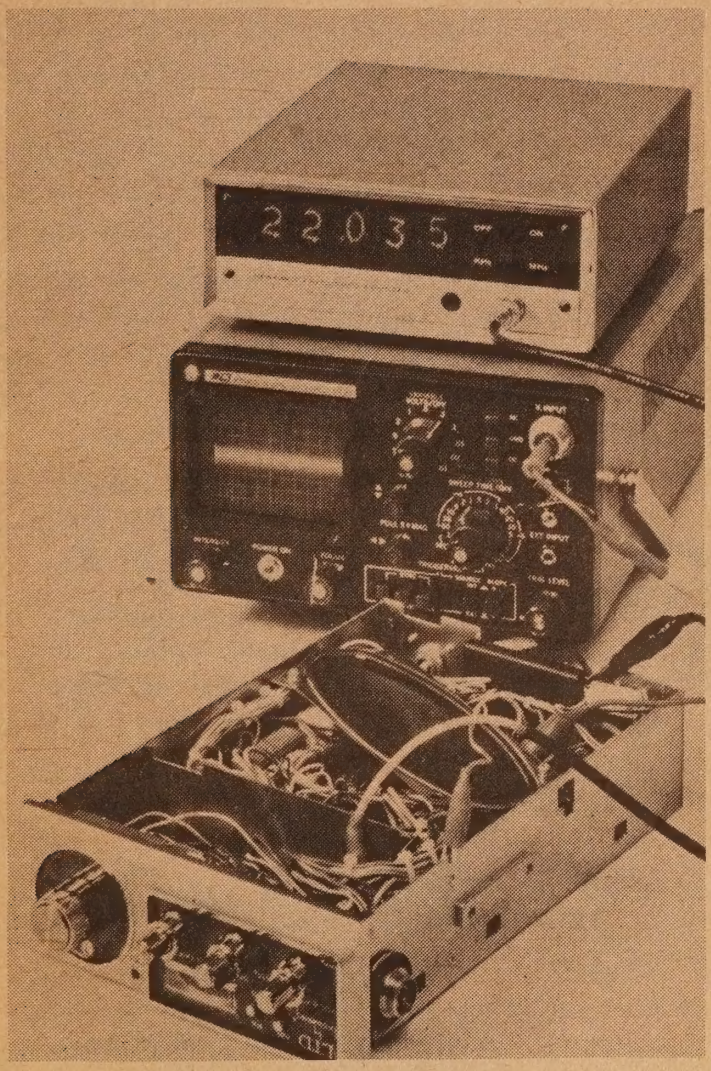
Go Ahead—The channel is clear, begin transmitting.
Goat 'n Shoat Conductor—Driver of a livestock truck.
Go Back—Please repeat that last message, I didn't quite understand it.
Go, Breaker—Reply given to any CBer who enters an on-going conversation (given only if those already talking wish to converse with him).
Go Down—1. Lower your volume. 2. Slow down your vehicle. 3. Try a lower channel.
Godsend—1. Emergency assistance. 2. Citizens Band radio.
Go-Go Girls (Dancers)—Pigs.
Go-Juice—Gasoline or diesel fuel (also "go-go gas").
Go Ten-One-Hundred—Mother Nature is calling.
Going Home Hole—Top gear.
Golden Archways—MacDonald's hamburger stands, to be assiduously avoided by truckers since eighteen wheelers have never been welcome in MacDonald parking lots.
Goldie Locks—Policewoman, since she is usually surrounded by at least three bears.
Goldfish—Drivers of tiny, compact cars.
Gone—Finished, over and out. That's it for now, good buddy. We gone.
Gone Ten Seven—Deceased. He went ten seven after that accident.
Good Buddy—Any friendly CBer, but never a rubberbander.
Good Guys—Other motorists, but especially other truckers.
Goodied Up—Lots of accessories.
Goodies—1. CB accessories. 2. CB club paraphrenalia (patches, vests, bumper stickers, etc.).
Good Lady—A female CBer.
Good Numbers—Best wishes, greetings, etc. (See "threes and eights," "eights," and "big numbers").
Goon Squad—Highway patrol radar speed trap.
Gooney Bird—Device that emits a continuous, intermittant tone, thereby blocking channel for normal use.
Got A Copy—Did you you hear and understand my message?
Got A Ten-Twelve?—There's a visitor present?
Got My Eyeballs Peeled—I'm looking hard, but can't see you.
Got My Foot In It—The accelerator is all the way to the floor, I can't go any faster.
Got My Shoes (Boots) On—I'm using my linear amplifier.
Go To One-Hundred—A restroom stop.
Got Your Ears On?—Are you listening?
Grab One—You talk for a while, I'm pooped.
Grammie—Tape deck, especially if mounted in dash.

Grandma—Neutral gear.
Grannie Gear—Same as above.
Grass—The median strip in center of highway.
Grasser—Marijuana smoker.
Grasshopper—Police in center or at side of road, with disguised radar unit.
Gravel Buggy—Highway department gravel spreader.
Grease Spot—A motorist, usually a trucker, who has gone to meet that Great Dispatcher in the Sky.
Great Big Sprocket—Sizable engine, especially in a truck.
Great Dispatcher In The Sky—For the religious, our Lord.
Green Apple—A neophyte CBer.
Green Bear—Rookie policeman or policewoman.
Greenhouse—Bank.
Green Light—All-clear sign.
Green Machine—U.S. Marine (also a Marine staff car).
Green Stamps—Cash, money.
Greens (Also Beet Greens)—Same as above.
Green Stamp Collector—Toll booth.
Green Stamp Strip—Toll road.
Green Stamp Lane—Left or passing lane.
Ground Clouds—Heavy fog.
Growed Up Trucks—Eighteen wheel tractor trailers.
GRS—Canada's General Radio Service, equivalent to U.S. Citizens Band.
GSL—Great signal!
Guarantory—Absolutely, positively. Your signal is loud and clear, I can guarantory that, for sure.
Guitar Town—Nashville, Tennessee (also Nastyville).
Gum—Road tar or grease.
Gump—Stolen food, especially chicken.
Gumshoe—ICC weigh station inspector.
Gun Runner—Passenger sitting next to driver (See "shotgun").
Gut Bucket—Stomach. Let's stop off at that choke 'n chew to fill up your gut bucket.
Gutter Balling—Bowling, going to a bowling alley.
Gutter Mouth—A CBer who consistently fills the airwaves with obscenities and profane language.
Guy (Also Good Guy, Good Old Guy)—Reference to an old friend or fellow CBer.
Gypsy—An independent trucker who owns and operates his own rig.

H is for HANDLE

H-Town—Harrisburg, Pennsylvania.
Hag Feast—A group of female CBers hogging a channel and chattering away (also "kaffee klatch").
Haircut Palace—Low bridge or overpass.
Hairstream—Airstream house trailer.
Hall (Also Hallway)—A long tunnel or underpass.
Hall haul—Hall Company truck.
Hall Of The Mountain King—State trooper headquarters, particularly in Colorado.
Halloween Machine—Cooper-Jarrett truck.
Ham—Licensed amateur radio operator.
Hamerica—World of the short wave radio (ham) operator.
Hamburger Helper—An illegal linear amplifier used to boost power beyond legal maximum.
Hamburger Pie—The effect using a linear amplifier will have on nearby CB transmissions. That cottonpicker with his boots on is making hamburger pie out of me.
Hammer—Accelerator (also volume control on CB transceiver).
Hammer Down—Accelerate, speed (up).
Hammer Hanging—Idle speed.
Hammer Off—Dead stop.
Handball—One vehicle passing another, then being passed, then passing original vehicle again. Those roadhogs are playing handball.
Handheld—New Vascar radar speed detector used by Highway Patrol in Florida, Mississippi, Georgia, and several other states.
Handle—CBer's nickname.
Handle Grabber—CBers who are not imaginative enough to come up with an original and distinctive handle of their own and who adopt a previously-used handle. There are, for example, at least ten thousand "Rubber Duck's" all over the country.
Handle Hog—CBer who changes handles as often as he changes his socks.
Handle Register—Any of several handle directories (or handle services) which provide (for a price) official proof of the date you first took your handle. Sometimes useful in settling arguments over who had which handle first.
Handle With Care—Talk to me nicely (sweetly), I've had a hard day.
Hang A Huey—Make a U-turn.
Hang A Left (Right)—Turn left (right).
Hang It In Your Ear—Take your signals and . . .

Hang My Needle—Drive at a steady 55 mph.
Hang Out—Remain on a particular channel, either regularly, or for quite some time.
Hanger—Garage.
Happy Hooker—Any fourwheeler pulling a trailer.
Happy Numbers—A casual sign-off. (See "Big numbers.")
Hard Ankle—An exceptionally fast driver. (Also, "stiff ankle.")
Hardball—Hail stones.
Hard Numbers—Low reading on an S-meter, connoting weak transmission power.
Hard To Pull Out—Weak reception, difficult to understand.
Harvey Wallbanger (Also, Harvey Banger)—Reckless driver, a menace to others on the road.
Harold Hill—Traveling salesman.
Hash And Trash—Roadside restaurant, truckstop.
Hat Box—Gear box.
Hat Rack—A person's head.
Hauling Tall—Load is over maximum height for clearance of bridges and underpasses.
Haul Of Postholes—Travelling empty, no cargo.
Have A Safe One And A Sound One—Casual greeting at end of conversation, "have a good, safe trip."
Have A 36-24-36—Casual signoff at end of transmission, "this conversation is now completed." Thanks old buddy. Have a 36-24-36 tonight.
Headache Rack—Head (see "hat rack").
Headband—Combination mike and earphone headset.
He's Laying And He's Staying—Casual signoff, "He's doing the best he can with the equipment he has."
Hide In The Bushes—A disguised highway patrol car on the side of the road, usually a speed trap.
High Ball—Proceed at top speed.
High Gear—1. Non-stop CB talker. 2. Base station antenna system.
Hind End—The rear of a convey, the "back door."
Hip Hugger—Girl friend.
Hip Pocket Wonder—Walkie Talkie.
Hog Country—Arkansas.
Hog City—Little Rock, Arkansas.
Hog Caller—Arkansan.
Hokie Handle—A false name or call sign, intentionally misleading.
Hole In The Wall—Tunnel or underpass.
Hole In The Wall,The—Wheeling, West Virginia.



Don't monkey with your CB rig. Keep your cotton pickin' fingers away and let a licensed, experienced CB technician do the work. It is against the rules to tune or repair your transmitter. Also, you may not have the super test equipment for the job.

New-Tronics new instant indoor base station antenna, the Hustler HP-27 "Homing Pigeon," installs in minutes, providing a communications range equal or superior to better mobile installations. Priced at $42.95.

Holler—Send out a message via CB (see, "shout").
Home Plate—1. Base station. 2. Home "twenty."
Home Port—Same as above.
Home Twenty—An individual's actual home or hometown.
Honey—Girl friend (but never wife).
Honey Bucket—Mobile latrine.
Honey Bucket Hop—Quick trip to the latrine.
Honey Pot—Source of an individual's income or livelihood.
Honey Wagon—Beer truck, also any beverage truck.
Hood Lifter—Garage mechanic.
Hoodlum—Reckless and/or drunken driver. Any serious motorist with CB will usually report a hoodlum via channel nine.
Hoo-hoer—Airhorn, especially a two or three-tone model.
Hoo-hooner—Left-lane hog who prevents others from passing or forces them to pass on the inside (suicide).
Hooker Haven—Truckstops which attract professional ladies of the evening (e.g. Naked City, Indiana, or Buckhorn Plaza, Pennsylvania.)
Hooker House—House of ill repute.
Hopper Body—A specially-designed trailer for carrying dry grains, sand, cement, etc. Can be emptied from center.
Hoppins—Vegetables, especially peas and carrots.
Horse—1. Engine. 2. Ford Mustang.
Horse Light—Dashboard indicator showing engine is "on."
Horse Opera—Tall tales about incredible feats performed by certain engines. Favorite subject of conversation on channel nineteen.
Horses For Courses—Choosing the right rig for the right job.
Hot Box—Illegal linear amplifier.
Hot Lanta—Atlanta, Georgia.
Hot Load—Perishable goods, actually being carried in a refrigerated trailer.
Hot Pants—Condition most drivers sustain after several hours in the drivers seat. Definitely does not refer to beavers, etc.
Hot Shot—A top driver, especially one who qualifies for the national finals of the Roadeo.
Hot Stuff—1. Coffee. 2. Stolen goods.
Hot Water City—Hot Springs, Arkansas.
Hot Wire—Jumper used to start engine without resorting to ignition key.
How About (Name) One Time?—Request for a specific individual on CB. See "collect call."
How About Your Vocal Chords?—Is your CB warmed up and working?

How Am I Hitting You?—What kind of a reading do I have on your S-meter?

How Are We Looking?—Same as above.

How Do You Rate Me?—Same as above.

How Do You Read Me?—Am I coming in loud and clear?

How Tall Are You?—Same as "how do you rate me?"

Hula Hoop—Circular, ground-plane attachment on mobile antenna.

Hump—Same as above.

Humping—Moving at considerable speed. That eighteen wheeler is really humping.

Hundred Mile Coffee—Coffee so strong its flavor is supposed to last for at least 100 miles.

Hundred Mile Hustler—Driver who makes only short, one-day deliveries.

Hunker Down—Pay attention to business, get on with the job.

Hustle—Bounce around all over the highway, usually because of high wind or excessive speed.

Hustler—Highway hooker or pavement princess, either mobile or on foot, but using CB to line up customers.

Hydroplane—Traveling so fast on a wet or slick surface that tires have actually left surface of road and are "surfing" on water.

I is for INDIAN

Ice Box—Refrigerated truck or trailer.

Icicle—An unfriendly CBer (cold and drippy).

I-Down—Idaho.

Igloo—Air conditioned tractor cab (very rare outside of southwest).

Ill-Eagle—Illegal.

I'm Through (Off, Down, Etc.)—Conversation is over, I'm signing off.

In A Short Short—I'll be back momentarily; just leaving the air for a second.

Indent—Move your vehicle further into right hand lane, you're straddling the divider line.

Indian—CBer who causes interference through operation of his transceiver. Especially when interference is experienced by nearby television viewers.

Indian War—FCC field enforcement officers are conducting concentrated effort to locate source of interference.

Ink—Oil, particularly lubrication oil or grease.

Ink Spot—Dripping oil underneath engine.

Instamatic—Police (hand-held) radar equipment.

In The Bushes—On the side of the highway.

In The Grass—On the median (center strip) of the highway.
Invitation—Summons for traffic violation.
Iron—Old model truck. Also affectionate term for any good truck.
Iron Lunger—Conventional 220 or 250 h.p. tractor engine.
It's All Clear—Road conditions ahead are excellent. It's all clear, put the hammer down.
I-Up—Iowa.

J is for JAMBOREE

Jack—Variation of term used to describe a prostitute's customers. That pavement princess thinks she can catch any old jack or john.
Jack Flaps—Fancy duds, usually worn by a male on the lookout for a goodlooking companion.
Jacking It Around—Backing semi-trailer around a sharp turn.
Jack It Up—1. Accelerate, quickly. 2. Turn up the volume.
Jack Rabbit—1. Speeding highway patrolman. 2. Any speeding vehicle.
Jake Brakes—Air brakes.
Jam—Tightly bunched line of cars or trucks.
Jamboree—Large, regional gathering of CB afficionados.
Jammer—Slow moving vehicle who causes a jam (see above).
Japanese Toy—Your beloved CB transceiver.
Java—Truck stop coffee.
Jaw-Jacking—Aimless chatter on CB.
Jimmy—GMC truck (see "general mess of crap").
John—Prostitute's customer (see "jack").
John Law—Any law enforcement official.
J-Town—Jacksonville, Florida.
J-Trail—New Jersey Turnpike.
Juice—Power, energy, especially electrical.
Juiceman—Electrician, electrical engineer.
Juicer—AM radio disc jockey, especially an all-night deejay who programs for trucking audience.
Jump The Pin—Miss the fifth wheel pin when coupling tractor to trailer.
Junk—Aimless, pointless conversation that clutters up the CB airwaves.
Junkaloo—Heavily decorated truck cab, usually driven by a Mexican-American, who has dolled his rig up to look like a float in the Mardi Gras parade.
Junk Buzzard—Hobo, a bum among bums.
Junkie—A self-confessed CBer who can't stop broadcasting.
Junkman—A CBer who contributes to junking up the airwaves.
Junkyard—Place of employment (see "work twenty").

K is for KODIAK

Kantwork—Kenworth tractor/trailer, very nearly the class of the trucking industry.

Keep 'Em Between The Ditches—Casual sign off, Have a safe trip.

Keep The Bugs Off Your Glass And The Bears Off Your Tail—Same as above.

Keep Your Nose Between The Ditches And Smokey Out Of Your Britches—Same as above.

Keep Your Wheels Spinning And The Beavers Grinning—Variation on the above, Have a speedy trip and don't ignore the ladies.

Kenosha Cadillac—Any vehicle manufactured by AMC.

Key—Push-to-talk switch on CB mike.

Keyboard—Controls.

Keying (The Mike)—Deliberately depressing the push-to-talk switch without modulating, thereby blocking anyone else from using channel.

Keyman—Any CBer who deliberately keys mike (see above).

Kick—Generate, put out, deliver. I can kick out enough juice to reach you twenty miles away.

Kick Down—De-accelerate, slow down.

Kicker—An illegal linear amplifier.

Kicking—Employing an illegal linear amp to boost output power.

Kick Off—Begin a conversation on CB.

Kick The Doughnuts—Check tires for proper pressure.

Kick The Extra Point—Go that extra mile (even though you're ready to drop).

Kiddie Car—School bus (or any vehicle carrying children).

Kiddie Kop—A CBer entranced with his rig (who can't help playing Dick Tracy).

Kidney Buster—Any truck which is not equipped with an aircushion seat for the driver.

King Kong—Driver who won't let anyone pass him.

Kiss—Gently touch bumpers, especially when attempting to push-start a stalled vehicle. Also occurs at high speeds when reckless drivers decide to play daredevil.

Kisser—A male homesexual.

Kissy Face—Any sign of physical affection between a man and a woman.

K-Whomper—Affectionate nickname for Kenworth truck.

Kitty Litter—Mixture of sand and salt spread by highway department sander on slick or icy road surface.

Kitty-Whomper—Same as K-Whomper.

Knock—The hollow sound effect which instantly identifies a Browning transceiver.

Knock, Knock—Opening salutation, used to begin a conversation.
Knocked Down—Apprehended for speeding (especially if driver's license is suspended).
Knock The Slack Out—Move closer, you're drifting out of radio range.
Knuckle Buster—A brawl, street fight. Also knuckle custard.
Knuckle Duster—Brass knuckles, used by many over the road truckers for self-protection.
Kodak—Police radar speed trap.
Kodiak—State trooper or highway patrolman.
Kojak—Same as above.
Kojak (or Kodiak) With A Kodak—Trooper operating radar speed trap.
Kool Aid—Beer. See "Colorado Kool aid."
K-Town—Kansas City, Kansas (or Missouri).

L is for LUNCHBOX

Label—Handle, or alternatively, FCC call letters.
Lace Curtain—Hotel or motel.
Lady Bear—Policewoman, especially one in uniform.
Lady Breaker—Female CBer, attempting to join conversation.
Landing Gear—Support for front end of trailer when not attached to tractor.
Land Line—Telephone. Also, "coax," double-L," etc.
Land Of Disney—Disneyland, California.
Land Of Wonderful—1. Washington State. 2. Any territory free of road obstructions and speed traps.
Latch On—Vehicle without CB following in tracks of one with ears. That cottonpicking fourhweeler is trying to latch on to me.
Latrine Lips—CBer with penchant for obscene language.
Lay An Eye (Or Eyeball) On—Meet face to face, or alternatively, see with own eyes.
Lay 'Em Down Where You Are—Stop . . . trouble, accident, or police ahead. It's unsafe to continue.
Lay It Over—Put your vehicle over on the side of the road.
Lay On—Transmit, broadcast. What kind of signal did he lay on you?
Lay On The Air—Apply brakes, obviously applicable only if vehicle is equipped with airbrakes.
Lay On The Numbers—Send greetings and best wishes.
Leak—Bleed over from one channel to one or more adjacent channels, due to use of linear amplifier, thereby creating interference or obliterating other conversations.
Left Lane It—Pass.

Left Shoulder—Your rear, the opposite direction. How does smokey look over your left shoulder?

Legal Bagel—CBer who quotes erroneously from FCC Rules and Regulations or who cannot resist pointing out Rules and Regulations to other CBers.

Legal Beagle—FCC field enforcement official.

Legalize—Obtain a valid FCC Class D CB license.

Let It Go—End conversation, sign off.

Let It Out (Let It Out, Let It Roll)—Drive at desired speed, smokey is nowhere in sight.

Let The Channel Roll—Go ahead, it's okay to break into this conversation.

Lettuce—Cash, folding money. See "green stamps."

Let Your Flaps Down—Apply brakes, slow down.

Lid—1. Roof. 2. Hood or engine cover.

Lie Sheet—Trucker's log book.

Light-Footing It—Easing off the accelerator, slowing down, or cruising at a moderate speed.

Light's Green, Bring On Your Machine—The coast is clear, let's make some time.

Light Up—Power up, turn on your engine (or your CB set).

Lil Ole Lady—AM radio ("Ancient Mary").

Lil Ole Modulator—CB transceiver.

Limp Line—Loose rigging holding cargo on top of truck or automobile.

Linear Amplifier—Illegal power boosting device, banned by the FCC.

Listening In—Monitoring a particular channel.

Lit Candles—Police patrol car with lights flashing.

Little Bears—Local or small town police.

Little Bit—1. Pavement princess. 2. A small sexual adventure.

Little Black Box—Linear amplifier (see above).

Little Foot Warmer—Same as above.

Little-Little—Very weak reception, barely audible. I hear you, but you're really coming in little-little.

Little Mama—Short mobile antenna,

Load Of Loads—Truck hauling other tractor-trailer piggyback.

Load Of Postholes—Empty, carrying no cargo.

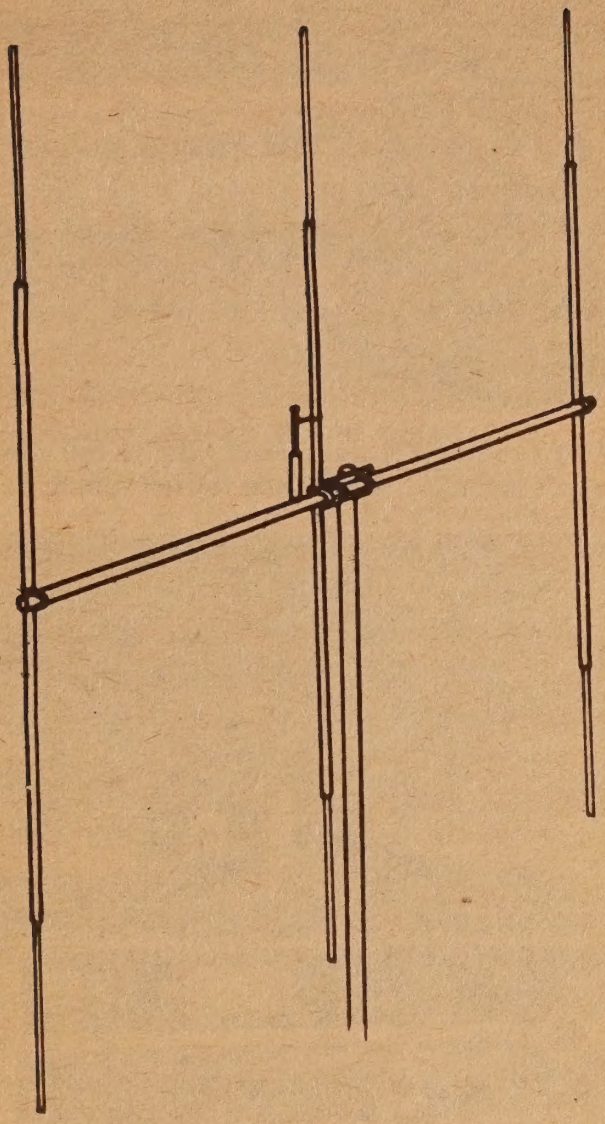
Load Of Rocks—Truck hauling bricks.

Load Of Sticks—Truck hauling logs or telephone poles.

Load Of Thunder—Truck hauling dynamite or high explosives.

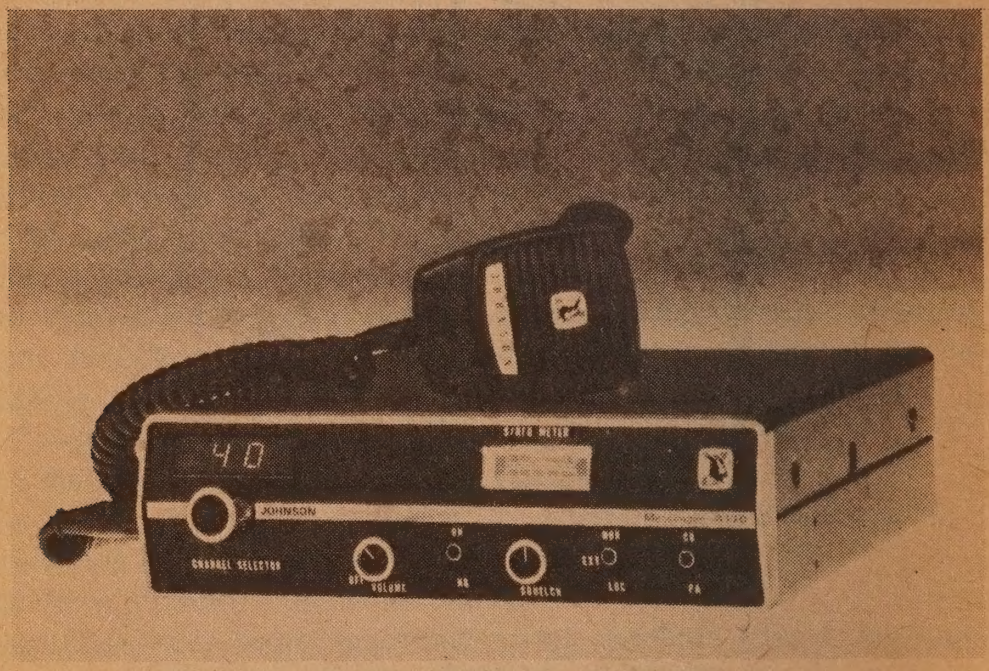
Load Of VW Radiators—Empty, carrying no cargo.

Local Bear—City policeman.



The Mosley PA-311 Paragon Beam is a 3-element yagi for CB with a gain of 8 dB over a dipole. Sells for $67.50.

Cobra 29XLR mobile CB transceiver offers a full complement of controls including Delta Tune for full tuning flexibility.



The Messenger 4170 by E. F. Johnson has photocell controlled LED display brightness, and dual crystal filtering to improve selectivity.

Local Boy—Local policeman, especially foot patrolman.
Local Leroy—Same as above.
Local Yokel—Same as above.
Log Some Markers—Cover many miles, pass many mile markers.
Lollipop—Desk microphone, especially an Astatic D-104, the class of the industry.
Long Distance Call—Message for a specific CBer. Hey, old buddies, I've got a long distance call for Loose Change. Is he out there?
Long Distance Operator—CBer who concentrates on long-range transmission. See "skipworker."
Long Hauler—Any over the road truck driver.
Long Nose—Conventional truck tractor, with engine out in front of driver's compartment.
Looking Good—Receiving you loud and clear.
Loose Board—Dangerous crack in the pavement.
Loud Mouth—CBer using an illegal linear amplifier, blasting his neighbors with an overstrong signal.
LSB—Lower side band. See "single side band."
Lucy Anna—Lousiana.
Lumber Bumper—Truck carrying logs.
Lunch Box—CB Transceiver, especially a mobile unit.
Lying Fool—Weatherman.

M is for MAMA

Magic Eye—Police radar unit.
Magic Eyeball—Television set.
Magnet—Compass. Also due north on compass.
Magnetic—Making good time. I always find that super slab plenty magnetic.
Magnolia State—Mississippi.
Mainline—1. An interstate highway. 2. Travel at high speed, without interference from police or traffic congestion.
Main Stem—the best route to any destination.
Mainstream—Any route that leads through city center or any crowded distrct. To be avoided if at all possible.
Make A Trip—Check the various channels to find a free one.
Making The Trip—A CBer who is continuously scanning several channels. That local yokel is making the trip to see who's out there.
Mama—Wife (never mother).
Mama Bear—Policewoman, especially one who occupies a desk at a police station.

Mama Blue—Same as above, though not necessarily deskbound.
Man—Any law enforcement officer.
Maneater—Any female who is determined to catch herself a husband.
Maniac—Garage mechanic.
Man In Blue—Same as above.
Man In Green—Forest ranger.
Man In Heat—Fireman. Also, man with a gun.
Man In Red—Fireman. Also "man in slicker."
Man In White—Doctor. Also ambulance driver.
Mardi Gras Town—New Orleans, Louisiana.
Marker—Highway mile post.
Marking The Miles—Keeping close watch on progress, especially in a rally or road race.
Mark-L (Or Markleman)—Official of Markel Insurance Co., who makes spot checks of safety and driving habits of company drivers and reports back to his headquarters with information that will help determine insurance premiums.
Mashing The Mike—Same as "keying the mike."
May Day—Distress call, 10-34. To be used only in absolute emergency and, if possible, over channel nine, so public assistance monitors will be certain to hear.
Meat Rack—Gymnasium, body building gym. Also "meat-market."
Meat Wagon—Ambulance.
Meckineck—Garage mechanic. See "maniac."
Mercy—Wow! One of the most overused expletives in CB talk.
Mercy Sakes—Can mean only "mercy sakes" and absolutely nothing else.
Mexican Beer—Water.
Mexican Milk—Tequila. See "cactus juice."
Mexican Overdrive—Neutral gear.
Mickey Mitchell—Local policeman, particularly a local policeman on motor scooter or motorcycle.
Mickey Mouse—Same as above.
Midnight Caller—CBer using profane language. See "latrine mouth."
Midnight Cowboy—Homosexual, especially a male homosexual who frequents bus stations or truck stops.
Midnight Overdrive—Neutral gear.
Midnight Shopper—Thief.
Mike Fright—An affliction which befalls new CBers who haven't had an opportunity to learn the language. Usually diagnosed by an excessive amount of radio checks, time checks, and what's your twenty's.

Mik-I-Nick—Mechanic. See "maniac."
Mile High City—Denver, Colorado.
Mile Marker—Small signs on every interstate highway, placed exactly one mile apart and indicating either number of miles already travvelled or number of miles to end of interstate.
Milk Run—A long trip with many, many local stops.
Mini-Car—Any small compact, foreign, or sports car.
Mini-Mik-I-Nick—Mechanic who specializes on small foreign or sports cars.
Mini-Mobile—Same as "Mini-Car."
Mini-Skirt—Any young female. See "seatcover."
Mini-State—Rhode Island.
Minnie—Any cargo weighing less than 100 pounds.
Minnie Mouse—Local policewoman,
Missawhoopi—Mississippi.
Missawhoopi Mud—Mississippi River. Also, coffee.
Mister Twister—A fast, and possibly reckless driver.
Mixing Bowl—1. Same as Mix Master. 2. Cement mixer.
Mix Master—Highway cloverleaf interchange.
Mobile—Any CB unit operated from a moving vehicle.
Mobile Eyeball—To look directly at anything from your moving vehicle.
Mobile Parking Lot—An auto transport carrier.
Mobiling—Taking a ride, driving.
Moccasins—A linear amplifier. See "boots."
Modulate—To talk over CB. To use your CB set.
Modulate With You—Hold a two-way CB conversation.
Molehills—Mountains.
Mollies—Amphetamines or other sleep-retarding pills.
Monitor—To listen in, without speaking.
Monk—A CBer who has only a receiver and cannot transmit.
Monkey—Hitchhiking passenger, a "monkey on my back."
Monkey Blood—Fuel, especially diesel fuel.
Monkey Town—Montgomery, Alabama.
Monkey Ward—Montgomery Ward store.
Monster Lane—Left or passing lane.
Montfort Lane—Passing lane, named after Montfort trucks.
Montfort Torque—Extrapowerful engine.
Moth Ball—Hail stone.
Motion Lotion—Fuel, gasoline.
Motor-Boater—Driver of a vehicle that "floats" all over the road. Watch out for that motor-boater, good buddy he's going to buy an orchard any minute now.

Motor City (Also MoTown)—Detroit, Michigan.
Motoring—Making excellent time, driving above the legal 55 mph speed limit.
Motor Is Totering—Turning over at the desired revolutions per minute, operating perfectly.
Motor Mouth—Non-stop CB talker.
Mountie In The Tree (Also, Sky)—Highway patrol spotter plane, monitoring speeders.
Moveable Feast—Mobile coffee wagon, especially one located at a highway rest area.
Moveable Twenty—House trailer or recreation vehicle.
Moving Forest—Truck carrying a load of logs.
Moving On—Making good time, not stopping for any distractions.
M-Twenty—Meeting place, particularly for a coffee break or CB club.
Mud—Universally, coffee. Among truckers, also means ale.
Mud Puddle—Truck stop or roadside restaurant, also a cocktail lounge or bar.
Muff—Miss a turnoff or exit.
Muffet—Young female.
Mule—Engine.
Muscle Buster—Air-cushioned (Bostrum) truck driver's seat.
Muscle Tussle—A brawl, streetfight.
Mushmouth—A foulmouthed CBer. See "latrine lips."
Music City—Nashville, Tennessee. Also, Guitar City, Nastyville.
Muskrat—Small child.
Muskrat Ramble—Outing spent with children.

N is for NUMBERS

Naptrap—Motel, hotel.
Nastyville—Nashville, Tennessee. See also, "Guitar City," "Music City."
Nature Stop—A ten-one hundred, visit to a lavatory.
Negative—Incorrect, no.
Negative Contact—Station being called but failing to answer. Also, "Nobody answered my call."
Negative Copy—No answer, reply inaudible. Also, I don't understand.
Negative Ground—Negative terminal of vehicle's battery is grounded (attached) to vehicle frame. (Rare on American-made cars and trucks.)
Negatory—No, absolutely not.
New York Tag—Driving recklessly, appearing almost about to "tag" or touch other nearby vehicles.

Night Crawlers—Unmarked police cars, operating a speed trap after dark.
Niner—Anyone who works a normal nine to five working day.
Nine To Fiver—Driver who makes only short runs and returns home every evening.
Ninety Weight—Strong whiskey, (ninety proof).
Nobody Knows Where The Teddy Bear Goes—Smokey's out and about, but proceed with caution as we don't have a fix on him yet.
Nobody's Nose—A pretty young female, apparently unattached.
Nod Out—Fall off to sleep, especially while driving.
Noise Blanker—CB circuit used to stifle interference from certain types of pulsating noise such as from ignition systems.
Noise Limiter—Similar to above.
Nose Dive—Leave the road, involuntarily, and end up in the ditch.
Nothing But A Green Light And A White Line—Sign off, "happy motoring, the way ahead is free and clear."
Numbers (Also The Big Numbers)—Greetings, best wishes.

O is for OLD MAN

Oakie Blower—Air scoop over engine.
O-City—Oklahoma City, Oklahoma.
Oil Burner—Engine badly in need of a ring job.
OK—Sign off, "down and out." This has been a nice chit-chat, old buddy, but I'm OK now.
OL—Old Lady (see above).
Old Kitty Whomper—Affectionate designation for a Kenworth truck.
Old Lady—Wife, girl friend (but never mother).
Old Man—Husband, boy friend (but never father).
OM—Old man (see above).
Omni—An omnidirectional antenna.
On A (Name Of City) Turn—Return trip from a particular destination. I'm on a Hot Lanta turn.
One—The original, the only. This is the One Rubber Duck you got here. The rest of them cottonpickers got hokie handles.
One-Eyed Monster—Television set.
One Foot On The Floor, One Hanging Out The Door, And She Just Won't Do No More—Engine is turning over at peak performance, we can't get another ounce out of her.
One Hiding In The Grass—Unmarked highway patrol manning radar speed trap operation on side of highway.

One Time—A brief CB contact. Come back one time, old buddy, with a radio check.
On Skip—Talking beyond the maximum 150 mile legal distance.
On Standby—Listening, but not participating in conversation.
On The By—Same as above.
On The Flip Flop—On a return trip.
On The Move—Accelerating, driving above the legal 55 mph limit.
On The Pay—Making good time, arriving ahead of schedule. We had a straight shot that time, old buddy, and got here right on the pay.
On The Peg—Driving at or below the 55 mph limit.
On The Needle—Same as above.
On The Side—Listening, but not participating in conversation. See "on standby."
On The Sixty—Travelling at 60 mph. Also, "double nickels, plus five."
On Time—Ahead of schedule, since trucker's are never on time—they're either early or late.
Open Season—Police everywhere, picking speeders off like flies.
Open Top—Convertible.
Opryland—Nashville, Tennessee. See also, "Nastyville," "Music City."
Other Half—Wife (or husband). Also driving partner.
Other Radio—AM commercial broadcast radio.
O-Town—Omaha, Nebraska.
Out—Sign off, finished transmitting. So long, good buddy, I'm out.
Outdoor Exercise—Parade.
Outdoor Picnic—Eating without leaving vehicle, either while moving or at fast-food shop.
Outdoors Indoors—Shopping mall.
Outdoor TV—Drive-in movie.
Out Of It—Same as above.
Outrigger—Twin mobile antennas.
Overbanding—Broadcasting on an illegal frequency outside of the eleven meter band.
Over Mod—Putting out a signal that's so strong it's blowing fuses in other transceivers (possible only if you're using an illegal linear amplifier).
Over Your Shoulder—Behind you, at your rear. Can you give me a fix on smokey over your shoulder, good buddy?
OW—FCC mobile monitoring unit (original worry).

P is for PUMPKIN

PA—Public address system, also external speaker which can be attached to a base or mobile CB unit.

Pack It In (Or Up)—End transmission, sign off.
Padiddle—Travelling with one headlight out.
Painting The Town Black—Travelling late at night, especially after three in the morning. We went through MoTown painting the town black.
Painting The Town Blue—Heavy concentration of police in the area. The Man is painting the town blue.
Painting The Town Pink—Handing out speeding tickets as if they were going out of circulation.
Pair Of Fives—Travelling at exactly 55 mph.
Pair Of Nickels—Samé as above.
Pair Of Sevens—No contact or reply from repeated calls.
Pajama Wagon—Sleeper tractor.
Pancake—Brake drum housing.
Pancake—Flat tire. See "waffle."
P & D—Pickup and deliver.
Panic In The Streets—Profusion of police in the area, speeding tickets being handed out left and right. Also, FCC field enforcement unit in the area.
Panty Stretcher—A well-built young lady.
Papa Bear—Highway patrolman equipped with CB.
Paper—1. Speeding ticket. 2. Driver's license. 3. QSL card. 4. Class D CB license.
Papered—Licensed CB operator.
Paper Hanger—Traffic cop who hands out a lot of tickets.
Paperwork—Police writing traffic tickets. Smokey has sure done his paperwork today.
Part 15—FCC Rules and Regulations relating to unlicensed operation of transmitter within the Citizens Radio Service frequencies.
Part 95—FCC Rules and Regulations governing licensed operation of Class D Citizens Band radio.
Part Your Hair—Slow down, smokey's operating a speed trap up ahead.
Pass—Monitor, listen in, without joining conversation. I'm down, but not out. I pass.
Pass The Numbers Out—Salutation, also sign off. "Best wishes."
Patch—Town, small city.
Patty Cake—Playing a game on the open road where one vehicle passes another, is passed, then passes first vehicle.
Pavement Princess—A mobile lady of the evening.
Pay Hole—Top gear.
P.C.—Printed circuit. Solid state circuitry found in many "state of the art" CB transceivers.
Peaked Up—Finely tuned rig.

Peak Power—Maximum (four) watts output.
Peanut Butter—Axle grease.
Peanut Butter In His Ears—He's not listening to a thing you say. He has peanut butter in his ears.
Peanut Shell—Honda Civic automobile.
Peanut Wagon—Undersized tractor pulling oversized trailer.
Pedal—Accelerator.
Pedal A Little Slower—Slow down, smokey's up ahead.
Pedal Back—Slow down.
Pedal Backwards—Freewheel, coast.
Pedal In The Middle—Cruising (below 55 mph).
Pedaling In The Muddle—Straddling two lanes.
Pedal Pumper—Heavy-footed (fast) driver.
Pedal Pusher—Slow driver.
Pedal Pass—Steep upgrade, must be taken in low gear.
Peddle Run—Trip with frequent delivery stops.
Pedal Thumper—Very fast driver.
Pedal To The Metal—Accelerate, quickly, to top speed.
Peedeer—Short haul delivery driver.
Peel—Leave your vehicle, dismount.
Peel Out—Accelerate suddenly and very fast.
Peep In—Briefly interrupt a CB conversation with a query or smokey report.
Peg Leg—Tandem tractor with only one power axle.
Penman—Any CBer who actually does send out QSL cards to new friends he's met on the airwaves.
Pennslomania—Pennsylvania, where maximum legal speed limit has been 55 mph for many years, long before the Arab oil crisis.
PEP—Peak envelope power, peak power generated by single side band transmitter when modulated.
Pepper—Cinders.
Peppermill—Cinder spreader.
Persuader—1. Linear amplifier. 2. Gun.
Pete (or Petebilt)—Peterbilt truck, class of the industry.
Peter Cottontail—Highway patrolman.
Peter Rabbit—State trooper or highway patrolman.
Petro—Gasoline.
Petro Bus—Petroleum tanker.
Petro Farm—Oil refinery, group of oil or gas tanks.
Petro Piper—Oil tanker (see "petro bus").
PF Flyers—Truck wheels.
Photographer—Police radar unit.

Pick Apples—Talking to a bunch of neophyte CBers.
Pickem Packem—Same as above.
Pick 'Em Up Pup—Pickup truck.
Picker Tup—Pickup truck.
Pickle Suit—Uniform of the U.S. Marine Corps.
Pick Paper—Police giving out traffic and/or parking tickets.
Pick Pears—Give a lift to one or more female hitchikers.
Pick Peas—Make many short-haul pick ups and deliveries.
Pickum Up—Light van or truck.
Picture Box—Police radar unit, in use alongside highway.
Picture Taker—Police radar speed trap.
Picture Taking Machine—Same as above.
Piece Of Paper—1. Speeding ticket. 2. Driver's license.
Pig—Any law enforcement official.
Pigeon—Any citizen stopped by policeman (for any reason).
Piggy Back—Semi-trailer riding on railroad flatcar.
Piggy Bank—Toll booth.
Piggy Bank State—Maryland.
Pig Tail—Power cable from tractor to trailer.
Pike—Interstate highway.
Pimple—Flashing red (or yellow) light which an unmarked police car suddenly sprouts when in hot pursuit.
Pink Panther—Highway patrolman.
Pink Paper—FCC violation notice.
Pink QSL Card—FCC warning notice.
Pink Ticket—Same as above.
Pin-Up.—Hook up, plug in.
Pipe Aboard—Welcome a newcomer to the conversation.
Pipe Fitter—Same as "bandmaster," "channelmaster."
Pipe Line—A specific channel.
Pitcher Picker—Police radar unit.
Pit Pocket—Broke, out of change. Also no change for toll booth.
Pits—The worst, the bottom of the barrel.
Pit Stop—Fuel stop.
Pit Trip—Running deadhead, no cargo (and therefore, no compensation).
Plain (Brown, Or Blue, Etc.) Wrapper—Unmarked police car.
Plant—To mislead, to give out false information over the airwaves, especially regarding smokey situations.
Play Ball—Begin modulating, start a conversation.
Play Basketball—Same as above.
Play Dead—Monitor, listen to a particular channel without responding.
Play Possum—Policeman travelling in unmarked car. Careful there, old

buddies, smokey's playing possum again at marker forty-nine.

Play Tag—Avoid speed traps (and still travel considerably above legal 55 mph limit).

Plimsole—Tire.

Plow Under—Return home without a paying load, deadhead.

Plug In—Turn on engine (or CB set), fire-up.

Plug-Out—Turn off engine (or CB set), put the fire out.

Poacher—An intruder who breaks into a CB conversation without an invitation. Also, a CBer who continually blocks channel by "keying mike."

Polar Bear—Policeman in "plain white wrapper," a white, unmarked police car.

Pole Cat—Black and white highway patrol car. Can also be blue and white police car.

Polaroid—Police radar unit.

Poor Boy—Local policeman, especially foot patrolman.

Poor Devil—Newlywed (also, "skinned cat").

Porch—Bridge or overpass (also "front porch").

Porch Chair—Single police car hiding on bridge or overpass above highway.

Porch Lights—Front running lights on a truck tractor.

Porch Swing—Full-fledged police radar speed trap located on bridge or overpass. Complete with chase car spotted further down highway.

Porky Bear—Any highway patrolman.

Portable Barnyard—Livestock trailer, especially one fitted out to carry both large and small animals.

Portable Chemistry Set—Same as above.

Portable Chicken Coop—Chicken or fowl-cage trailer.

Portable Cow—Milk tanker.

Portable Dancefloor—Flatbed trailer.

Portable Gas Station—Petroleum tanker.

Portable Parking Lot—Automobile transport carrier.

Portable Pipeline—Petroleum tanker, oil tanker.

Portable Roadblock—McClean tractor-trailer.

Portable Tin Can—Liquid chemical tanker.

Portable Waiting Room—Greyhound bus.

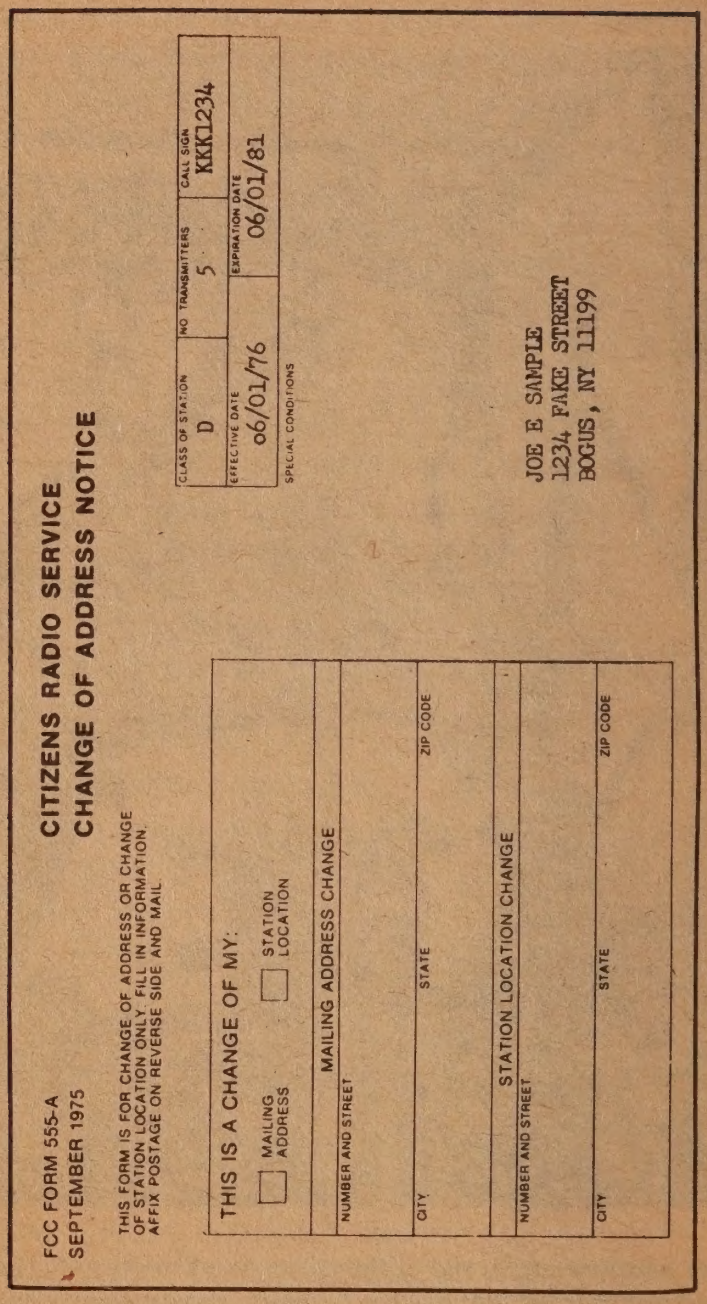
Portrait Painter—Police radar unit.

Positive—Yes, affirmative, that's right.

Positive Ground—Positive terminal of vehicle's battery attached to (grounded) vehicle's frame. The majority of U.S.-made vehicles are positive ground.

Pository—Exaggerated form of saying yes, affirmative.

No more handwaving to signal the crane operator or excavator into action or out of it for that matter. Farmers, construction crews, just about anybody on a cat will find CB useful for the job and fun on breaks.



FCC FORM 555-A
SEPTEMBER 1975

CITIZENS RADIO SERVICE
CHANGE OF ADDRESS NOTICE

THIS FORM IS FOR CHANGE OF ADDRESS OR CHANGE OF STATION LOCATION ONLY. FILL IN INFORMATION. AFFIX POSTAGE ON REVERSE SIDE AND MAIL.

CLASS OF STATION	NO TRANSMITTERS	CALL SIGN
D	5	KKK1234
EFFECTIVE DATE		EXPIRATION DATE
06/01/76		06/01/81

SPECIAL CONDITIONS

THIS IS A CHANGE OF MY:

☐ MAILING ADDRESS ☐ STATION LOCATION

MAILING ADDRESS CHANGE

NUMBER AND STREET

CITY STATE ZIP CODE

STATION LOCATION CHANGE

NUMBER AND STREET

CITY STATE ZIP CODE

JOE E SAMPLE
1234 FAKE STREET
BOGUS, NY 11199

Your CB license now comes with a "Change of Address" form which you fill out and mail to the FCC should you move. If your license is an oldie and has no form attached, a simple letter will do the job.

Possum Belly—Livestock hauler with drop frame trailer bed fitted to carry small animals underneath cattle or other heavier animals.
Post—Mile marker.
Poster Load—U.S. mail truck.
Posterman—Mailman.
Posthole Load—Empty, carrying no cargo.
Pot Hole City—Charleston, West Virginia
Pot Hole Heaven—New Mexico, known for its caverns and caves.
Pot Hole State—West Virginia.
Pots—Oil-burning engines (also "stink pots").
Pots And Pans—Junked automobiles. Also autos which have been compressed into cube-form in steel scrap yard.
Potty Mouth—CBer who habitually uses profane or obscene language (see "latrine lips").
Pound—One unit on S-meter, indicating strength of transmission.
Pound Meter—S-meter (see above).
Pour—Accelerate, build speed (or volume).
Pour Coffee—Invitation from one CBer to another to join him for a cup of coffee at the next stop (also, "pour coffee on you").
Pour On The Coal—Same as accelerate, speed up. Also, turn up the volume.
Power/Brake—Open throttle while applying brakes, as in tightly congested line of vehicles.
Power City—Pittsburgh, Pennsylvania.
Power Mike—Microphone with built-in pre-amplifier for better audio and improved distance.
Power Tower—Elaborate base station antenna system (also rotating antenna).
Preacher—Noxious CBer who feels compeled to quote FCC regulations over air everytime he hears a possible infraction.
Pregnant Roller Skate—Volkswagen, especially a VW Beetle.
Press Some Sheets—Get some sleep.
Pressure Cooker—Diesel engine.
Professional—1. Any over the road truck driver. 2. Prostitute.
PTT—Push-to-talk switch on CB microphone.
Puddle—Lake or resevoir.
Puddle of Puddles—Lake Michigan.
Pull Her Back Down—Slow down, speed trap ahead.
Pull Her Down—Police indicating you've been caught speeding and must pull over.
Pull In For A Short—1. Leave the road for a quick break. 2. Head into the nearest bar for a quick drink.

Pull The Big One—Signoff (also "pull the plug").
Pull Them Down—Same as above, slow down.
Pull The Pin—Release fifth wheel connection between tractor and trailer.
Pull The Plug—Sign off, end of transmission.
Pull You Out—Receive transmission, but with difficulty. I can barely pull you out of all this traffic.
Pull Your Hammer Back—Slow down, obstruction or speed trap up ahead.
Pull Your Pud—Masturbate.
Pull Your Puller—Use your air brakes.
Pull Your Sheets Up—Go to sleep, take a nap.
Pull Your Switch—Sign off (also turn off CB or turn off vehicle engine).
Pump—Illegal linear amplifier.
Pumping Iron—Using linear amp (see "boots on").
Pumpkin—Flat tire.
Punched Ticket—Suspended driver's license.
Pup—Short semi-trailer used in combination with dolly and second semi to create a twin trailer.
Puppy Dog—Mack truck.
Puppy Puffer—Gasoline-powered dolly used in warehouses for loading and unloading.
Push And Wonder—Brakes, especially air brakes.
Push A Rig—1. Drive a truck. 2. Operate a CB.
Push-O-Line—Gasoline, also diesel fuel.
Push Water—Same as above.
Put An Eyeball On—Meet in person, especially after getting to know someone over CB.
Put On The Air—Apply brakes.
Put On The Iron—Apply tire chains.
Put Out—Transmit, modulate.
Put It On The Floor And Look For More—Accelerate to top speed.
Put The Coffee Pot On—Schedule a "coffee break" or CB club meeting (also attending same).
Put The Good (Big, Best, Etc.) Numbers On You—Sign off or, alternatively, opening salutation, means greetings, best wishes, etc.
Put The Hammer Down—Accelerate, speed up. Also, turn up the volume.
Put The Hammer In The Tool Box—Slow down.
Put The Pedal To The Metal—Accelerate, sharply.
Put The Word On The Base—Call your "home twenty" or base station.

Put Your Boots On—Use an illegal linear amplifier to boost your output power.

Put Your Foot To The Floor And Let The Motor Tote Her—Sign off, means "so long, have a quick trip without any problems."

Put Your Pedal To The Middle And Have Yourself A Ball, Cause That Road Ahead Is Clean And Tall—Sign off, means "best wishes, safe journey, and happy motoring. There's nothing in your way now.

Put Yourself In Porky's Place—Keep on speeding and you'll land in jail.

Put Yourself Out Of Your Misery—Stop for a rest break or for an overnight.

Put Yourself Up (Down) Here—Come a little closer, I am barely able to pick up (your transmission).

Put Your Shoes On—Same as Put Your Boots On.

Q is for QUIZ

Quasar—Female (derived from Motorola TV commercial, "works in a drawer").

Q-Bird—Beeper, test equipment which generates intermittant tone.

Queen (Or Queenie)—Male homosexual.

Queen City—Cincinatti, Ohio.

Queer Beer—Watered beer or the 3.2 type of beer sold in certain states. Also known as "near beer."

Quicker-Kicker—Boilermaker, glass of beer on top of a shot of whiskey.

Quickie—A brief sexual encounter.

Quickie Quiz—Breath-a-lyzer test for alcohol consumption.

Quick Quaff—Short break for a beer.

Quick Trip Around The Horn—Make a check of the various CB channels to see who is on the air.

Quick Trip Around The World—Same as above.

Quick Trip To The Moon—Visit to a prostitute.

Quirt—Engine oil additive, said by some to improve performance.

Quiz—Full scale examination for alcohol consumption, especially after arrest for drunken driving.

Quizmaster—Any policeman who stops a driver and requests license, registration, etc.

Quota—Maximum payload.

Quote Me—Can you read back my message to check reception?

QRM—Interference, static.

QSL—Card used by many CBers to follow up an introduction made over the air. QSL's, usually postcard sized, feature elaborate or personal designs and indicate sender's home twenty, handle, and call sign.

R is for RADIDDIO

Radar Alley—Interstate 80, Ohio.
Radar-Di-Har-Har—Obvious radar speed trap that has been spotted by motorists long before anyone has been caught.
Radiddio—CB radio.
Radiator—AM radio.
Radio Check—Request for S-meter reading of transmission strength. Also can include request for check on audio clarity.
Radio Shack—Base station, also room where CB equipment is operated.
Rags—Bad, wornout tires.
Rain Barrel—Bath tub.
Rain In Spain—Tequila, especially straight with salt and lemon or lime.
Rain Locker—Shower stall.
Rake The Leaves—Last vehicle in convoy ("back door") keeps look out for police coming up from rear.
Rally—Gathering of mobile CBers.
Rally-Pal—Elapsed-time clock.
Rally-Rotor—Odometer.
R & R—Rest and recuperation, vacation.
Ratchet Jack—A non-stop CB talker.
Ratchet Jaw—Same as above.
Rat Pack—Several trucks or automobiles travelling together convoy-fashion.
Rat Race—Two or more vehicles conducting informal race between each other on open road.
Rat Trap—Police radar speed trap.
Rat Trapper—Highway patrolman.
REACT—Radio Emergency Associated Citizens Teams, national public assistance organization which regularly monitors channel nine.
Read—Receive, understand. I'm down and on the side, do you read me?
Reader—Police radar unit.
Read The Book—Check FCC Class D Rules and Regulations.
Read The Mail—Monitor a channel, listening, without conversing.
Read The Road—Keep a careful eye on road and traffic conditions.
Rebound—Return trip (see "flip flop").
Red Eye—Flashing red light on police patrol car.
Red Light—Smoke alert: slow down, speed trap ahead.
Red Line It—Drive at absolute top speed for several miles without releasing accelerator.
Red Road—Highway crawling with police patrols, proceed with caution.
Red Rover—Highway patrolman.

Red Run—Travelling on little or no fuel, empty.
Red Ryder—Texas Ranger.
Red Wagon—Fire engine.
Red Wheel—Spinning, flashing red light on police patrol car. Can also be "blue wheel."
Reefer—Refrigerated semi-trailer.
Reefer Beefer—Same as above.
Reefer Runner—Smaller, refrigerated delivery truck.
Relocation Consultant—Furniture mover.
Repair Daily—Shortened version of Fix or Repair Daily (Ford truck).
REST—Radio Emergency Safety Teams, national public assistance organization, operating particularly on lakes, rivers, and coastal areas, monitoring channel nine.
Rest 'Em Up—Authorized highway rest area.
Rest Ripoff—Motel, hotel.
Rest Test—Quick radio check to make sure driver is wide awake.
Rest Runt—Truck stop, roadside restaurant.
Rev Meter—Tachometer.
RF—Radio frequency.
Ribbon—Highway, road (but never an interstate).
Ribbon Cutter—Fast driver.
Rib Rocker—Speed bump, or grid-pattern built into highway near certain toll gates, off ramps, etc.
Rider—CB radio-equipped.
Riderless—Travelling without CB rig on board.
Ride Shotgun—Occupy the seat next to driver.
Ridoddio—Alternative version of radiddio, CB radio.
Rig—1. Truck. 2. CB Transceiver.
Rigamarole—Tractor-trailer.
Rig Ripoff—Stolen CB transceiver.
Ring Your Bell—Call you on CB (see "give a holler," etc.).
Rip Strip—Good stretch of road, free of traffic and/or speed traps.
River City—Memphis, Tennessee.
Road Jockey—Tractor-trailer driver.
Road Tar—Black coffee.
Rock—Quartz crystal, used in CB transceivers to determine exact transmit/receive frequencies.
Rock City—Little Rock, Arkansas.
Rocking Chair—CB vehicles in middle of a convoy.
Rodaddio—Alternative version of radiddio, CB transceiver.
Roger—Yes, okay. Also, "ten roger."

Roger Dodger—Same as above. Also, "Roger D."
Roger Ramjet—Driver of any car going well over legal 55 mph limit.
Roger Roller Skate—Driver of any vehicle travelling more than 20 miles over 55 mph limit.
Rollerskate—Any small, compact, or foreign car.
Rolling Apartment House—Large, split-level (Greyhound or Continental Trailways) bus.
Rolling Bear—Smokey on the prowl, moving highway patrol.
Rolling Parking Lot—Automobile transporter.
Rolling Refinery—Petroleum tanker.
Rolling Revival—One of several buses outfitted as truckers' chapels which travel the highways and conduct services at truck stops, etc.
Rolling Roadblock—McClean truck.
Rolling Sardine Can—Passenger bus.
Rolling Waterworks—Water tanker.
Rover—Highway patrolman (also "red rover").
Rubber—Tires.
Rubberbander—Neophyte CBer, one who doesn't know the language or proper broadcast procedures.
Rubberbanding—Poor broadcast technique, rude or impolite (also uninformed) use of CB airwaves.
Rubber City—Akron, Ohio.
Rubber Duck—Flexible, rubber-covered antenna used on walkie-talkies.
Rubber Neck—To gawk at an accident or obstruction, and thereby cause additional traffic congestion.
Rug—Floor.
Rug Rat—Child.
Rumble Seat—Driver's seat in cab-over-engine truck tractor.
Run—Trip, journey (Also, time spent on CB. So long, good buddy, that was a good run).
Runaway—Vehicle travelling too fast to stay within convoy.
Run Barefoot—Travel without CB.
Run Interference—Occupy the "front door" in a convoy.
Runner—Police chase car, operating with partner monitoring radar speed trap.
Run Out The Front (Back) End—Travel too fast (or too slow) to maintain position in convoy.
Run Scared—Stay well below the legal 55 mph speed limit.
Run Shotgun—Same as above.
Runt—Underpowered vehicle. Also a car or truck whose engine is giving out.

Run Together—CBers staying in close contact on the highway.
Run With The Pack—Same as above.
RV—Recreational vehicle, van.

S is for SMOKEY

Saddle—1.Driver's seat. 2. Middle position in a convoy (see "rocking chair").
Saddle Tank—Truck fuel tank, located immediately under driver's seat.
Safer Shaffer—Shaffer truck.
Safe Trucking—Sign off, also a casual greeting.
Sail Boat Fuel—1. Wind. 2. Empty. I'm travelling on sail boat fuel.
Salt And Pepper—Salt and cinders combination, spread on icy highway.
Salt Mine—Job, "work twenty."
Salt Shaker—Highway department cinder spreader.
Sand Bag—Sleep, take a nap.
S & H Green Stamps—Cash, money.
Sand Hog—Highway department construction crewman.
Sand Hopper—Dirt or gravel dump truck.
Sanford And Son—Junkyard.
San Quentin Jail Bait—Teenage (female) hitchiker.
Savages—Rude interlopers on the airwaves, impolite CBers who interrupt or drown out conversations.
Say Again—Please repeat, I didn't quite understand you.
Say What?—Same as above.
Scale House—ICC weigh station.
Scale Whale—A tractor-trailer driver who is habitually over-loaded (and pays the price for his transgressions).
Scan—Monitor, listen, usually with just a receiver or converter.
Scanner—Multi-channel monitoring device, usually capable of providing police, fire, and other emergency channel info, as well as CB reception.
Scatterstick—Omnidirectional and/or rotating antenna.
School Twenty—Slow down, you're in a school zone.
Scofflaw—Flagrant violator of FCC Class D Rules and Regulations.
Scratching—Moving at maximum speed.
Seat—To position, move into place. Seat yourself in the rocking chair, good buddy, you've got yourself a front door and a back door.
Seat Cover—Attractive female, especially one driving (preferably alone).
Second Generation—Offspring, children. Also, "the next generation."
Set It Down—Stop as quickly as possible, trouble ahead.
Set Of Dials—CB transceiver.

Set Of Doubles—Tractor-trailer combination.
Sevens—Short form of greeting or sign off. Means best regards.
Seven Three—Same as above.
Seventy-Thirds On You—Exaggerated form of wishing another CBer "best regards."
Shack—Base station radio room. Also "yak shack."
Shack Out—Leave your home twenty. Also, sign off, end transmission.
Shack Up—Open up for broadcasting.
Shag—Small house trailer.
Shake—Move fast, travel at high speed. That eighteen-wheeler really knows how to shake.
Shake It And Make It—Move at top speed, without getting caught for speeding.
Shake Out—Find a position in a convoy, usually after a few minutes' conversation on the CB. Thanks, good buddy, I'll shake out the back door if that's all right.
Shake The Bushes—First vehicle ("front door") in a convoy provides lookout for police or other obstructions.
Shake The Trees—Same as above.
Shake Your Lights—Blink your lights, a warning signal that a speed trap lies just ahead.
Shakermaker—Engine.
Shakershook—Speeder caught by highway patrol.
Shakey City—Los Angeles, California.
Shakeyside—California.
Shakeystick—Shakespeare antenna, near the top of the line.
Shakie Shanty—House trailer.
Shaking Your Shutters—Moving at top speed.
Shamus—Plainclothes detective.
Shanty Shaker—Car pulling a house trailer.
Shark City—Montauk, Long Island.
Shark Town—Long Island (anywhere on Long Island).
Sharp—Sleek, fast (usually applied to a sports or performance car).
Sharp And Shapely—Same as above. Note: like all descriptions of things mechanical, can be used also to describe female forms.
Sharp As A Carp—Same as above.
Sharp City—Sandusky, Ohio.
Shatter Your Shades—Pass you at high speed.
Sheepherder—Driver of questionable ability.
Shoat And Goat Conductor—Driver of livestock transporter.
Shoes—Tires (never brake shoes).

Shoot A Line—Open a conversation, give a "holler."
Shoot A (Quick) Shoot—Same as above, usually to inquire about smokey situation or road conditions.
Shoot A Socket—Take a look, "eyeball."
Shoot Your Wad—Travel at maximum speed, unable to go any faster. Also, "out of gas."
Shooting Skip—Attempting (or actually succeeding) in broadcasting beyond normal range of most CB transceivers (5-20 miles average). Atmospheric and sun spot conditions at certain times of the year make it possible to shoot skip for several hundred or several thousand miles.
Shop—Garage, service station.
Shop Around—Take a turn around the channels to see who's modulating.
Shop Stop—Take your vehicle in for service or repairs.
Shop Watch—Trip interruption caused by accident or mechanical breakdown.
Short—1. A gun. 2. A beer. 3. A brief rest or break.
Short Short—A brief break, short rest.
Short Skip—Attempting distance transmission, but staying within FCC authorized limit of 150 miles.
Short Stop—Toll booth. Also passing through toll booth.
Shortskirt—Attractive young female (See "miniskirt").
Shot—Speedy trip. We made it from Chi City in a shot.
Shot Gun—1. Seat next to the driver. 2. Police radar equipment.
Shot Our Bolt—Breakdown, mechanical failure.
Shot Our Five—Used up the FCC-allowed five minute conversation time limit.
Shotgunner—Highway patrol radar speed trap.
Shout—Send out a message for a specific CBer ("Holler").
Shout Aloud—Use a CB's PA system.
Shouting—Paging a specific individual via CB.
Shovel—Accelerate, speed up.
Shovelling Coal—Travelling at a very high speed.
Shower—To straddle the shoulder of the road and cause dust and gravel to "shower" the vehicle following.
Shower Power—Heavy rain storm.
Show Off—Speeding driver.
Show Off Lane—Passing lane.
Shrink—To close up a gap between vehicles, to tighten up a convoy formation.

Shutter Up—Sign off, I'm ending transmission. Also, I'm ending my trip, turning off engine.
Shutters—Side mirrors on car or truck.
Shy Town—Portland, Maine (It's so far away, it must be shy).
Sick Bird Channel (SBC)—Sick bird channel, channel nine, the emergency frequency.
Sick Horse—Engine failure.
Side Door—Passing lane (See "show off lane").
Side Out—To leave the highway, pull over to the shoulder.
Sidewinder—CBer who broadcasts on single sideband (SSB).
Signal—Transmission, modulation.
Signals Off—Enjoying a long CB conversation. Wow, old buddy, I sure do get my signals off generating with my new Supersnake.
Signal Kicker—Same as above.
Signal Sucker—Center or base-loaded mobile antenna.
Single Slab—Two-lane road.
Silver Bugle—Airhorn, especially two- or three-toned chrome-plated models.
Sin City—Covington, Kentucky.
Sing—Send out a strong, clear signal.
Singing Songs—Same as above.
Singing Waffles—Radial Tires.
Single Sidebander—CBer using single sideband (see "sidewinder").
Sitting In The Saddle—1. Driver's seat. 2. Acting as "bandmaster" and keeping the "traffic" moving on a CB channel.
Sitting In The Swing—In the center of a (CB-organized) convoy. See "rocking chair."
Sitting On The Back Porch—A police radar speed trap located at the exit or far end of a tunnel or bridge, waiting for unsuspecting speeders.
Sitting On The Front Porch—Same as above, but located on a bridge or overpass.
Sitting On The Roof—highway patrol speed monitoring from fixed-wing spotter plane.
Situation—Smokey report. What's the situation at marker forty-five, northbound?
Skysmoke—Clouds.
Slab—Road.
Slats Up—Throttle wide open.
Slickspear—Shakespeare antenna (see Shakeystick).
Slickstick—Same as above.

Slipstream—To follow another vehicle very closely. A dangerous practice, but one that can save fuel, as following vehicle can coast and will be pulled along by vacuum created by front vehicle.

Sliver—Barely audible (fading) reception. I can only pull a sliver from you, old buddy.

Small Town—Peaceful, no disturbances noticed anywhere. I think we got ourselves a beautiful small town slab tonight, old buddy.

S-Man—Travelling salesman.

Smog—Junk traffic, aimless chitchatter on the CB.

Smoke Some Dope—Accelerate, speed up after passing radar unit.

Smokey (Smokey Bear)—Policeman, any law enforcement officer.

Smokey Bear's On The Air—Police are monitoring CB.

Smokey Beaver—Policewoman, any female law enforcement officer.

Smokey Book—Directory showing police communications frequencies.

Smokey Chopper—Police helicopter.

Smokey Grazing Grass—Police sitting in median strip.

Smokey Hibernating—Police in vicinity, but apparently off duty.

Smokey On Rubber—Police in area, patrolling up and down highway.

Smokey On The Ground—Policeman in vicinity, but out of his car.

Smokey Sleeping—Casual police patrol, no radar visible.

Smokey's Thick—Several police spotted close together, possibly establishing an informal roadblock.

Smokey's Toking—Police in hot pursuit of possible speeder.

Smokey Two-Wheeler—Motorcycle patrolman.

Smokey With A Camera—Police radar unit.

Smokey With Ears—Police equipped with CB.

Smokies Wall-To-Wall—Police everywhere, proceed with extreme caution, obey all traffic regulations.

Smow—Combination of smog and snow, a frequent driving condition throughout the midwest in winter.

Snake—Cobra transceiver (one of the best). Also, "supersnake."

Snog—Combination of snow and fog.

Sodbuster—Farmer.

Soot City—Gary, Indiana.

Soup—Heavy fog.

Snafu—Situation normal, all screwed up.

Snake—Fire hose.

Snake Pit—Fire station.

Snake Shaker—Fire engine. Also, "articulated snake," hook and ladder.

Snake Sniffer—Motorist constantly on the lookout for speed traps, policemen, other obstacles.

Sneaky Snake—Hidden police patrol car. Also, police equipped with CB.

Snoop—Highway patrol car.

Snooper—Highway patrol car with lights flashing, usually in hot pursuit.

Snooperscope—Police radar speed trap.

Snow—Speed ticket.

Snow Bunny—Driver who collects a lot of speeding tickets.

Snow Stuff—Cocaine.

Snuffy Smith—Smith Transport Company driver.

Sixes And Eights—I'm standing by and waiting for your reply (or message).

Six-Legged Smokey—Mounted policeman.

Six-Wheeler—Four-wheeler (automobile) pulling trailer or camper.

Sixteen And Never Been Kissed—Driver who has never received a speeding ticket or traffic violation.

Skate—Slip and slide all over an icy or greasy road.

Skating Pond—A slick road surface.

Ski—Transmit long distances (see "skip").

Skins—Tires.

Ski Patrol—FCC field monitoring unit, attempting to locate illegal long distance transmitters.

Skip Land—The universe of long distance broadcasters.

Skipper—Long distance transmitter (see "skip).

Skip Shooter—Unlicensed CBer.

Skip Talk—Long distance conversation.

Skip Whip—Over-height antenna, used to help achieve greater distances than FCC rules permit.

Skip Work—Same as above.

Skunk Juice—Illegal linear amplifier. Also, "skunk juicer," "skunk junker."

Sky Bear—Police helicopter or airplane.

Sky-High Fly—Same as above.

Slam—Depress the PTT switch, thereby blocking channel. See "keying the mike."

Slam-Jammer—Illegal linear amplifier.

Slammer—Same as above.

Slick—An unmarked police car.

Slickstick—Mobile whip antenna.

Slick Top—Same as above.

Slider—An illegal variable frequency oscillator (VFO) which permits transmission on unauthorized frequencies.

Slip And Slide—Weave all over the road.
Slip The Seat—1. Leave your vehicle. 2. Sign off, end transmission.
Slop—Bad fuel, watered-down gasoline.
Sloppy Joe—State trooper.
Slop Stop—Fuel stop.
S-Meter—Meter in most CB transceivers which measures strength of incoming signal.
Smile And Comb Your Hair—Slow down and prepare to pass through a radar speed trap.
Smoke—The law.
Smoke Eater—1. Fire fighter. 2. Forest fire fighter.
Smoke 'Em Up Bear—Variation on "smokey bear," policeman.
Smoke 'Em Out—Lure highway patrol into revealing their speed trap by travelling only marginally over speed limit.
Smoke Him—Pass another vehicle.
Smoke Jumper—Forest fire fighter.
Smoke On, Brother—Keep on rolling, the coast is clear.
Smoke (Smokey) Report—Police location(s).
Smoke Screen—Police radar unit.
Socks—Illegal linear amplifier. See "boots," "shoes," etc.
Solid-State—Circuits using transistors, diodes, and other semiconductor devices.
Someone Spilled Honey On The Road—Police are everywhere, proceed very carefully.
Sonnet—A CBer who advertises, against FCC regulations, on the air.
Sounding Choice—Your signal is coming in loud and clear.
Souped Up—Transmission power (output) boosted by use of an illegal linear amp.
Spaghetti Paper—Road map.
Spaghetti Bowl—Cloverleaf interchange.
Sparkler—Highway flare, used to indicate accident ahead.
Sparks—Electrical power, "juice."
Sparkie—Electrician, also radio operator.
Space Base—Houston, Texas.
Space City—Cape Kennedy, Florida.
Spaceship City—Huntsville, Alabama.
Spin Out—Lose traction, crash.
Splash—Improperly tuned or illegally powered transceiver causing adjacent channel interference (see "bleed").
Splash Over—Same as above.
Splatter—Same as above.

Split Beaver—Stripper.
Split The Bed—Get a separation.
Split The Sheet—Get a divorce.
Split The Ticket—Share driving with a co-pilot.
Split Your Sides—Transmit on single sideband (SSB).
Spoke To Us—Answered back, replied.
Sport City—Shreveport, Louisiana.
Spread—A CBer's home, his home twenty.
Spread Eagle—Fixed wing aircraft.
Spread The Green—Pay speeding fines.
Spy—Plainclothes policeman.
Spy In The Sky—Police aerial spotter plane.
Square Wheel Duck Truck—Camper or RV so overloaded with equipment and accessories that it moves as though it were on square wheels.
Squawk—Unintelligible chatter cluttering up a CB channel, either human or electronic.
Squawk Box City—Waseca, Minnesota, home of E. F. Johnson Company.
Squelch—Circuit in transceiver which, when properly adjusted, will silence the audio output, eliminating noise, until a signal appears on the channel.
Squint—Trying hard, but failing to pick up an intelligible signal.
S/RF Meter—Dual purpose meter provided on some transceivers to indicate relative strength of received signals and RF output on transmit.
Stack Them Eights—See above.
Stack Them Numbers—Same as above.
Stack Up—Sign off, salutation. Best wishes ("Stack up those big numbers," etc.).
Stage Fright—Inability to carry on a coherent CB conversation, principally do to lack of knowledge of CB Talk. See "mike fright."
Stage Stop—Small truck stop, generally off the beaten track, and usually undiscovered by four-wheelers.
Star—Lead vehicle in a convoy. See "front door."
Starter—Dispatcher.
Start-Stopper—Traffic jam, heavy traffic congestion.
Starve The Bears—Keep your speed below the legal 55 mph limit.
Starve The Sewing Machine—Wear out a piece of clothing. I've had these jeans so long you'd think I was trying to starve my sewing machine. Can also mean run out of gas, although this meaning has generally faded from use.

State Bear—State trooper, highway patrolman.
Station License—An FCC Class D CB license.
Stay Between The Jumps And The Bumps—Sign off, best wishes and a safe journey.
Step Lightly—Pass only if you can keep your speed under 55 mph, since smokey is in the neighborhood.
Stepped All Over—See above.
Stepped On—Passed by another vehicle. Also can mean "drowned out" by another CBer using a linear amplifier. See "shoes."
Stepped On Smokey's Toes—Got caught speeding.
Stepping—Accelerating, moving at a high speed.
Step Slowly—Pass with caution since (1) Smokey is in the vicinity and bearing down on speeders or (2) The car you're about to pass is weaving all over the road.
Sting—A speeding ticket.
Stinger—Mobile Antenna. Also, a policeman who gives out a lot of speeding tickets.
Sting Ray—Police mobile radar unit.
Stooping—Pretending. I sure had fun with that cotton-picker. I was stooping to smokey with him.
Stop-Shop—Complete truckstop shopping center (e.g. Buckhorn Plaza, Pa.).
Stop To Get Groceries—Let's go get some dinner.
Straight—Diesel engine.
Straight Shot—A clean, clear highway ahead.
Streak—Moving at top speed, with little or no concern for speed traps, other motorists, etc.
Stretch Out—Picked up speed. I was about to pass that fourwheeler, but then he began to stretch out.
Strip—Road, especially a one or two lane country road.
Stripe—The median strip in center of highway.
Stroller—A casual, Sunday driver.
Struggle—Attempt to break into a CB conversation on a crowded channel.
Stuck—Unable to find a clear channel. I tried breaking for twenty minutes but have to admit I'm really stuck.
Stuffed Shirt—CBer who is constantly quoting from the FCC rules, Part 95. That cottonpicker is the worst stuffed shirt I've ever heard.
Stuffy—Congested, crowded.
Stuff Your Sinuses—Move into a very congested area, become part of a traffic jam.

Such (Also Such As Much)—Sensational, stupendous. You're sending me such signal, old buddy.
Sucker—Owner of CB transceiver in need of servicing.
Sucker Brakes—Vacuum brakes.
Suck You Up My Tail Pipe—A challenge to another driver who has been dogging you all day. Used only if you're certain you have the faster machine; otherwise you may end up eating his dust for the rest of your trip.
Suds—Beer.
Suds And Spuds—Beer and potato chips.
Suds With A Difference—Bock beer or dark ale.
Sugar Bear—A honey, a policeman who will let you talk him out of giving you a ticket.
Sugar Bowl—Coffee shop, truck stop.
Sugar Foot—Speeder who never seems to get caught.
Suicide Cargo—Dangerous chemicals or explosives.
Suicide Jockey—Driver who carries dangerous cargo.
Sunbeam—Happy, upbeat voice on CB, usually a beaver's. That little sunbeam is the Pink Lady.
Sunday Suit—Naked.
Sunday Traffic—Slow, congested, crazy drivers.
Sunoco Special—New York State trooper patrol car, (orange and blue, Sunoco's colors).
Super Chicken—Yellow Freight System truck.
Superdome City—New Orleans, Louisiana.
Superman—Independent owner-driver who is forced by economic necessity to do ten-twelve hour turns at the wheel.
Superskate—Any high-performance or sports car.
Superskirt—A particularly good looking beaver.
Superslab—Six (or eight) lane interstate highway.
Superstructure—Bridge or overpass.
Supersuds—Coors beer.
Supertrooper—Commander of state police barracks.
Suppository—Negative, no. Exaggerated form of negatory.
Surf—Enjoy CB; riding the airwaves.
Surfer—A competent, knowledgable CBer.
Swamp—Exit or entrance ramps on interstates, where swampers (see below) congregate.
Swamper—Hitchhiker (also swamp rat). Can also refer to a driver's helper, an assistant who rides with driver, but never takes the wheel. Sometimes along to help with loading and unloading.

Sweat—Pass through a highway speed trap going faster than the speed limit, but not getting caught.
Sweep The Leaves (Also Rake The Leaves)—Last car in a convoy keeps an eye out for police coming up from rear.
Sweet Beaver—Masseuse in massage parlor.
Sweet City—Hershey, Pennsylvania.
Sweetheart—Truckstop waitress.
Sweet Life—Job as an over the road trucker.
Sweet Side—Front ("sour side" is rear).
Sweet Sweet—A comely young lady.
Sweet Thing—A smooth-sounding engine.
Swindle Sheet—Trucker's log book (also, his bill of lading).
Swinging Beef—Cold meat cargo in a reefer (refrigerated semi-trailer).
SWR—Standing wave ratio.
SWR Meter—Device which allows CBer to "tune" his antenna for minimum SWR.
Switch (Also The Big Switch)—1. Ignition. 2. On/off power switch on CB.
Switching—Moving back and forth from lane to lane, a dangerous and foolish maneuver. Also, "weaving."
Synthesizer—Circuit now used in many transceivers that replaces most receive/transmit crystals.

T is for TIJUANA TAXI

Tag—License plate.
Tail Board Artist—Perfect driver.
Tail Gate—Ride up so close to the vehicle in front that you're practically kissing his bumper.
Take It Back—I'm finished, over to you. Sign-off.
Take It To _____—Another sign off, used when more than two CBers are part of the same conversation.
Taking Pictures—Police operating mobile highway radar speed trap.
Taking Pictures Two Ways—Radar unit clocking traffic in both directions.
Talking Skip—Attempting (or succeeding) in broadcasting long (and illegal) distances.
Talking Through Your Hat—"Leaking," or "bleeding" over onto another channel.
Talking Through Your Nose—Accelerating, suddenly.
Talking Through Town—Being guided by directions given over CB.
Talking Snake—Cobra transceiver.

Talk Show—All-night (illegal) CB conversation between several participants.
Tank—Mercedes Benz.
Tanker—Any truck carrying liquid cargo.
Tattletale—Tachometer.
Taxi—Police patrol Car.
Tear Jerker—Story told to trooper after he has stopped you for speeding.
Ten, Bye—Sign off. "So long." Very casual, to be used only between good friends.
Ten Code—Number code devised for quick, efficient communication of essential information. The revised, abbreviated APCO ten code has only 34 designations.
Tenderfoot—CB transceiver with fewer than 23 channels.
Ten Four—Okay, yes. Also roger, and infinite variations on the original.
Ten Four Hundred—Same as above.
Ten Fur—Variation on ten four.
Ten One Hundred—Mother Nature calls.
Ten One Thousand—FCC field enforcement officer.
Ten Pounder—Outstanding CB radio.
Ten Roger—Message received. Also another variation of ten four.
Tea Set (Also Tea Cup)—Teaberry CB transceiver.
Tennessee Slick Sticks—Dual, phased mobile antennas.
Ten Ten—We're listening. Go ahead.
Tennis Balls—Hailstones.
Tennis Shoes—Truck Tires.
Tense—Driving very fast, well above speed limit.
Ten Two Thousand—Dope pusher, (also pimp).
Texas Molehills—Rockie Mountains.
Texas Strawberries—Shelled corn (also pop corn).
Texas Thread—Coaxial cable.
Texas Traveller—A Lone Star.
The Dirty Side—East Coast from Boston to Baltimore.
Thermos Bottle—Tanker truck.
Thermos Bottle Farm—Water towers.
Thick Sky—Heavy fog.
Thirty-Twelve—Ten four, three times. Okay, okay, okay.
Thirty-Weight—Truck stop coffee (black and greasy).
Thread—Coaxial cable.
Threes And Eights—Very warmest, best wishes.
Threes And Nine—Even stronger sign-off than above.

Threes On You—Sign-off, very best to you.
Throw A Fit—Something goes wrong with (1) CB set or (2) Vehicle's engine.
Throwing A Carrier—Deliberately "keying" mike to cause interference.
Throwing Nine Pounds Out—Sending a perfect signal.
Throwing Out—Generating, transmitting.
Three-Legged Beaver—Homosexual (male).
Thunder Chicken—Ford Thunderbird.
Thunder Cookie—Marijuana cigarette.
Thunder 'N Lightnin—TNT
Thunder Stick—Gear shift stick.
Tick—One minute (sixty ticks make an hour).
Ticket Puncher—FCC informer.
Tick-Tocker—Dash-mounted clock.
Tied-up—unable to get out of any given gear.
Tiger In The Tank—Using a linear amplifier.
Tiger Paws—Studded snow tires.
Tighten Up—Move in closer, especially in a convoy situation.
Tighten Up The Rubber Band—Accelerate.
Tijuana Taxi—State Trooper's car with roof-mounted flashing light, siren, and blinking side (roof) lights. Also, "sporting full colors."
Tin—Coins, change. Also, "tin cents."
Tin Can—CB transceiver.
Tinseltown—Hollywood, California.
T-Man—Travelling salesman.
Toe Nail—Bumper mounted outrigging, indicating front and/or sides of vehicle to driver (who has no direct sight line).
Toe Nails Are Scratching—Travelling at top speed.
Toe Nails On The Front Bumper—Same as above.
Toilet Mouth—CBer who habitually uses obscene or profane language over the air.
Tool—Truck.
Tooling—Working, also driving.
Tool-Up—Put everything in working order.
Top Off—Same as above.
Topper—Dessert.
Topside—Ceiling, roof.
Top Twenty—National CB Jamboree, a three-day affair held in a different location every year.
Torque—Pulling power.
Town—A suffix added to practically any place name, as in "New York town," "Philadelphia town," etc.

T-R—Ten, roger (another form of "ten four," okay, yes, etc.).

T-R Switch—Relay or electronic switching from transmit to receive in CB unit. Actuated by PTT or VOX.

Tractor—Truck without a trailer.

Trading Stamps—Money, similar to "green stamps."

Traffic—CB conversation. "Junk traffic" is aimless CB chitchat.

Trailer—Semi-trailer, cargo box.

Trailer-trucking—Travelling with a double or articulated semi-trailer behind a tractor.

Training Wheels—Driver's learning permit.

Train Station—Small town traffic court.

Trampoline—Soft road surface, usually caused by macadam melting under a hot summer sun.

Transceiver—Two-way CB radio.

Transmission line—Coaxial cable connecting transceiver to antenna.

Transporter—Very large, specially-built truck trailer, such as an automobile transporter.

Trick Babe—Prostitute (also female CBer pretending to come on like a lady of the evening).

Trickster—Hooker, pavement princess.

Tricky Dick's—San Clemente, California.

Trip—A CB conversation. Enjoyed talking with you, old buddy. That was some trip.

Truck 'Em Easy—Sign off. Have a peaceful trip.

Truck 'Em Up Stop—Truck stop, usually with all the trimmings (barbershop, massage parlor, bedrooms, restaurant, etc.).

Trucking Guy—Same as above.

Trucking Teenager—Young runaway hitchhiker, male or female, who befriends truck drivers. There are more than a few of these on the road today.

Truck Jockey—Professional over the road driver.

Truckle—To drive along at a leisurely pace.

Truckologist—Another kind of truck stop commando, especially one who appears to know more about over-the road rigs than truckers themselves.

Truck Stop Commando—Non-trucking dude who enjoys dressing up in trucker's gear—Kenworth belt buckle, quilted vest, stetson hat, etc., but gets no closer to a truck than his nearest truck stop.

Truck Stop Cowboy—Same as above, with a heavy accent on western-style trucker's gear.

Truck Stop Tripper—Young girls who hover around truck stops hoping

to pick up a ride somewhere with a real Knight of the Road.

T-Town—Texarkana, Texas (or Arkansas).

Tuck It In—Get back in line (also move back into your lane).

Tuck It Out (Or Off)—Take your rig off the highway, onto the shoulder. Usually requested of you by a friendly highway patrolman, who just happened to notice that you were (slightly) exceeding the posted speed limit.

Tuned Up—Running at maximum speed. I was really tuned up as I blew through that bear trap.

Turkey—A hopeless, bumbling CBer (who nevertheless has good intentions).

Turkey Trot—A conversation between two or more turkeys (see above).

Turn Around—Round trip (final leg).

Turning My House Around—Same as Turn Twenty. Also "turning my horse around."

Turnover—Break or rest stop half-way through round trip.

Turn Twenty—Final leg of round trip, heading home.

TVI—Television interference, caused by CB transceiver.

Twelves—Present company, the CBer you're speaking to.

Twelvissimos—Closest friends or family.

Twenty—Location, home base, residence, home town.

Twenty Bushels—Ten tons of cargo.

Twin Huskies—Dual, phased mobile antennas.

Twin Injuns—Same as above (55 mph).

Twinkie—Flashing amber (caution) light.

Twin Mamas—A variation on the above.

Twin Pipes—Same as above. Also, dual exhausts.

Twinskins—Fifty-five miles per hours (twin redskins).

Twister—Highway interchange.

Twister City—Topeka, Kansas.

Two Miles Of Ditches For Every Mile Of Road—Description of any road ahead which boasts less than perfect conditions. May also refer to extensive construction work ahead.

Two Wheel Windmill—Bicycle.

Two Wheeler—Motorcycle.

U is for UNCLE CHARLIE

UCBTA—United CB Truckers Association, Garland, Texas.

Ulcer—Congested traffic.

Uncle Charlie—The Federal Communications Commission. (See also, "The Friendly Candy Company," etc.

Uncle Charlie's Uncle—President of the United States.
Underbelly—Bottom of a truck or car.
Undressed—Out of uniform. Also, plainclothes.
Ungowa Bwana—Howdy, Mister.
Unit—CB transceiver (a rig, set, etc.).
Up And Out—Sign off. Finished transmitting and switching off now.
Up One (Or Down One)—Let's move up (or down) one channel maybe we can find some breathing room there.
USB—Upper sideband.
USCRC—United States Citizens Radio Council, Anniston, Alabama.
Useless Stick—A badly-tuned antenna.
Use The Jake—Slow down, apply brakes. Speed trap (or other obstruction) up ahead.

V is for VOX

Van—Van (never called anything else).
Voice Check—Similar to a "radio check." Not necessarily the best way to prove you're an experienced CBer, if asking for a "voice check" is all you've got to say.
Volkswagen Spotter—Small, convex outside mirror, usually mounted on driver's side.
VOX—Voice operated break-in. Voice turns transmitter on and off so no push-to-talk switch is required.

W is for WALKING-T

Wakie, Wakie—Hello, is anybody out there?
Walk All Over—Drown out with a stronger signal.
Walker-Talker—Hithhiker with "ears".
Walkie-No-Talkie—Hitchhiker without "ears".
Walking In Here Blowing Smoke—Coming in loud and clear. A strong signal.
Walking-T—Walkie-talkie, a small, hand-held CB transceiver.
Walking Tall—Same as above. Pulling an eight or nine on the S-meter.
Walking The Bear—Monitoring police or other emergency channels over a scanner.
Walking The Dog—Putting out a strong, clear signal.
Walk On—Same as Walk All Over.
Wallpaper—QSL card, (card acknowledging CB contact QSO).
Wall To Wall—1. Everywhere. 2. Superpowerful.
Wall To Wall, And Treetop Tall—You're coming in loud and clear and pulling a great reading on my S-meter.

Wall To Wall, And Ten Feet Tall—Similar to above, but pinning the S-meter needle (highest rating).

Wall To Wall Bears—Proceed with caution, the area is crawling with police.

Wallace Lane—Extreme right hand lane.

Warden—Wife (and, occasionally, mother-in-law).

Warden Worry—Husband (and, occasionally, son-in-law).

Watch The Needle—Stay under the 55 mph speed limit, speed trap up ahead.

Watch The Pavement—Pay attention to the road and drive carefully.

Watch The Watch—Better hurry, you're running late.

Watch Your Donkey—Keep an eye on your rear for police.

Watch Your Nose—Keep a sharp lookout for police up ahead.

Watergate City—Washington, D.C.

Water Hole—Truck stop.

Wave Maker—CB transceiver, especially a powerful model.

Way Is Bueno—The road ahead is free and clear; put your hammer down.

We Be Topping These Hills And Popping These Pills—We're making good time, but we're driving on amphetemines.

We Down—Sign off. I'm finished transmitting and am about to "pull the plug."

We Go—Same as above.

We Gone—Same as above.

We Gone, But We're By—I've finished transmitting, but I'm going to monitor this channel for a while.

We Up, We Down, We Clear, But We Around—Same as above.

We Went—Sign off. I've finished transmitting and am turning my transceiver off.

Wearing Shoes (Or Socks)—Using an illegal linear amplifier to boost output power.

Wear Out—Talk to death.

Wear Your Bumper Out—Drive very, very close to the vehicle immediately in front of you. Back her on, old buddy; you're wearing your bumper out.

Weekend Warrior—Member of reserve or national guard.

Weight Watcher—ICC weigh station inspector.

Weirdy—Neophyte CBer. (See 'rubberbander").

Welfare Station—CB unit purchased with unemployment or welfare check.

We'll Be Clean On Yours—I'm signing off. The channel is all yours.

We'll Be Doing It The Other Way—I will be making a return trip on this same route.

We're Backing 'Em Up Now—Got your warning about the speed trap ahead. I'm slowing down.

We're Clear—I'm finished transmitting and am signing off.

We're Down—Same as above.

We're Down And On The Side—I'm signing off, but will monitor this channel for a while.

We're Down And Out—I'm signing off now and switching off my transceiver.

We're Listening—I'm tuned into this channel, but am monitoring only, not transmitting.

We're Looking—Putting out a call over CB for a specific CBer. We're looking for French Fry. Is he alive tonight?

We're Out—I'm leaving and turning off my transceiver.

We're Out Of It—Same as above.

We're Trying—I'm driving as fast as this crate will carry me.

West (East) Bound And Looking Around—I'm heading west (east) and trying to find a CB conversational partner.

West Coast Mirrors—Twin, vertical side-view mirrors mounted on front doors.

West Coast Turnarounds—Amphetamine pills strong enough to keep you awake on a coast-to-coast round-trip.

Western Coffee—Strong, black coffee (on the range all day).

Whammer—1. Anyone using an illegal linear amp. 2. Anyone intentionally "keying" his mike.

Whamming—Jamming the channel with a superstrong signal generated by a linear amp.

What Am I Putting On You?—What is the S-meter reading of my signal?

What Are You Pushing?—What kind of rig are you driving? Also, what kind of CB transceiver are you using?

Whatevers—State troopers or highway patrolmen.

What's Your Eighteen?—Have you got a message for me?

What's Your Handle?—What do you call yourself? What is your CB nickname?

What's Your Twenty?—Where is your location?

Wheel Baron—Arrogant driver who things he's "king of the road."

Wheelbarrow—Dump truck, especially a sand and gravel truck.

Wheeling Around—Cruising, driving at a comfortable speed.

Wheels—1. Car or truck. 2. Mobile CB rig.

When Did You Get In This Business?—When did you get your CB? Also, your CB license.

Where Do You Get Your Green Stamps?—Where do you work?
Whip—Long (up to 9 ft. in length) mobile antenna, usually attached to bumper.
Whipperwill—Wilson whip antenna, one of the very finest.
White Knight—Georgia state trooper.
White Rabbit—White, unmarked police patrol car.
White Rabbit With Ears—Same as above, equipped with CB.
Who Do You Pull For?—What trucking company do you drive for?
Whomp—Pass, easily.
Whomping On You—Same as above.
Wilco—Okay, will do. (Also, "roger wilco.")
Willywhip—Wilson whip antenna, especially the six-foot models.
Wimp—Timid CBer, usually afraid to break into an existing conversation. See also, "weirdy," "rubberbander."
Wind—Noise, interference.
Windjammer—Exceptionally long-winded CBer.
Window Washer—Light rain.
Window Wrecker—Freezing rain, mixed with snow, which ices up windshield.
Windy—Noisy, a great deal of interference. I ready you old buddy, but it's plenty windy in here.
Wood Butcher—Carpenter or woodworker. Also, logger.
Woodchuck—New driver. Also, trucker with little seniority on the job.
Woodcutter—Sleeper. Also, drowsy, sleep-prone.
Wooly Bear—Female policeman, especially one wearing pants.
Wooly Wooly—A middle-aged or older woman.
Working Mainline—Travelling principally on interstate highways.
Working Man—Over-the-road truck driver.
Working The Moonlight Express—Detouring to back roads, leaving the highway (to avoid weigh stations or toll booths).
Working Widow—Wife of over the road trucker, especially with children.
Working Window—Electrically-operated window.
Working Woman—A lady of the evening.
Work Twenty—Location of your job or occupation.
Wrap It Up And Take It Back—I'm finished transmitting and am handing the conversation over to you.
Wrapper—A vehicle's color, especially if describing a police car. Smokey's rolling in a plain white wrapper.
Wrinkle—Intermittant or infrequent signal. Uneven transmission or reception. Come back again, old buddy. I'm not getting anything but a wrinkle.
WT—Walkie talkie.

X is for XYL

XL—Single female (corrupted short form of ex-young-lady, which denotes "wife").

X-Raying—1. Radar speed trap in operation. 2. Using an illegal linear amplifier.

X-Ray Machine—Mobile police radar unit.

X-Y—Husband (or wife)

XYD—Daughter

XYL—Wife (ex-young lady).

XYM—Huband (ex-young man, naturally).

XYN—Single male (origin not clear).

XYO—Mother-in-law.

XYS—Son (or son-in-law).

Y is for YAK

Yak—To chatter incessantly over CB.

Yak Shack—Radio room (location of CB transceiver, especially if base station—usually off limits to other members of the family).

Yap—Talk to another CBer, "conversate."

Yellow Belly—1. Texas Ranger. 2. Any state trooper.

Yellowstone Park—Several police cars, especially if they are bunched together forming an operating speed trap or road block.

YL—Young lady.

Yo (Also Yoe)—Affirmative, yes.

Yoo—Positively, affirmative, or simply, yes.

Yoo-Hoo—Truck stop coffee.

Yorker—New York city (or state) policeman, (New York porker).

Yo-Yo—A CBer who constantly breaks into CB conversations without asking for (or receiving) permission.

You're Looking Good—1. Your signal couldn't be coming in better. 2. Your vehicle is really moving out.

Your Phone Is Ringing—A CBer is anxiously trying to get a message through to you (or, alternatively, someone wants to talk to you, badly).

You're Toting Trouble—You're pushing your luck, speeding along this stretch, without knowing where smokey is.

You're Travelling Blind—Your CB unit isn't transmitting (alternatively, isn't receiving).

You're Trying, But They're Not Buying—You have a CB receiver (monitor), but are not equipped with two-way capability.

Z is for ZERO

Zap—Overpower nearby CBers by using a linear amplifier.
Zebra—State trooper or highway patrolman.
Zephyr Haul—Light cargo, but more usually, "empty."
Zero—Home, end of trip, sometimes even "heaven."
Zonk—Same as "zap," particularly if linear amp is so powerful it may damage other units.
Zoo—Police headquarters, particularly if in city center.

Cross Reference Dictionary

Accelerate—Put the hammer down; put your toes in the carburator; smoking.
Accelerator—Hammer; thong; sledge hammer; lever.
Activate Microphone Without Speaking—Drop a carrier; key the mike; mash the mike; buttonhole.
Activating Microphone—Plug in; power up; turn over.
Ambulance—Blood bank; blood box; bone box; meat wagon.
Answer (Reply)—Back; bring it back; come back; do it to me; go; go ahead; go, breaker; we're looking at you; you got it.
Antenna—Fishing pole; beam; mama; huskies; hustler; stick.
Automobile—Fourwheeler, rig, pedal pusher.
Beer—Barley pop; brown bottle; forty weight; kool aid; suds.
Best Wishes (Sign Off)—Eights; eighty-eights; threes and eights; good numbers; big numbers; stack them numbers; big numbers, wall to wall (and around the house).
Call For (A Specific CBer)—Break for (name); collect call; long distance call; shout; holler; how about (name)?
Carpenter—Wood butcher.
Cattle—Brown and white beef.
Cattle Or Livestock Truck—Portable barnyard.
CB Get Together—Coffee break; jamboree; rally; kaffee klatch (for females only).
CB Transceiver—Box; rig; unit; set; vocals; li'l old modulator.
Channel—Wave, mainer; slot; pipeline; stall; track.
Children—Muskrats; rug rats; forty-fours.
City—Town; patch; berg; concrete jungle.
Clear Reception—Big ears; bodacious; breaking the needle; coming in loud and proud; coming out the windows; digging you out; getting a 10-12; hanging my needle; making the trip; sounding choice; walking the dog; walking where you ought to; walking in here, blowing

smoke; wall to wall, ten feet tall; you're looking so good.

Coast—Pedal; free wheel; windmilling; grannying along.

Coaxial Cable—Coax; thread; transmission line.

Code (Or Nickname) Of CBer—Handle.

Coffee—Java; black water; gear grease; hot stuff; thirty weight; Missawhoopi mud.

Company Present—Twelves; twelvissimos (close friends or family).

Conversation—Convac; modulation; chitchatting; ratchet jawing; jaw jacking; yap.

Crystal—Rock; magic rock; synthesizer.

Daughter—XYD; filly.

Desired Speed—Cooking; smoking; letting it go; letting it out; motor is totering; walking tall.

Distress Signal—May-Day; 10-34 (traditional CB Ten Code); 10-33 (new APCO Code).

Dope—Mollies; exploding cookies; West Coast turnarounds; snow; California cornflakes.

Drive-In Movie—Outdoor TV.

Drive—Cook; push; pull; cruise; roll; wheel.

Drive Safely (Sign Off)—Have a safe one and a sound one; keep 'em between the ditches; keep 'em rolling; keep the rolling side down and the shiny side up; keep the shiny side up and the greasy side down; keep your wheels spinning; stay between the jumps and the bumps; truck 'em easy; watch the pavement; wheel 'em easy.

Electrician—Sparkie; wizard; Mr. Wizard.

Emergency Channel—Channel Nine (exclusively, nationwide).

Empty Police Car—Decoy; dummy; bear on the ground.

Empty—Load of postholes; load of VW radiators; zephyr load; load of sailboat fuel.

Engine—Sprocket; sewing machine; rubberband.

Engine Compartment—Dog house; sewing machine case; sprocket housing.

Expressway—Superslab; boulevard; rip strip; six-lane parking lot.

Federal Communications Commission—Candyman; Foxy Fred, the Fed; fox hunter; fox, charlie, charlie; panic in the streets; 10-1000; Uncle Charlie.

FCC Rule Violator—Scofflaw; pink ticket; yo-yo.

Fifty-Five Miles Per Hour—Doing the five-five; double nickel; double Indians; double injuns; double skins; riding the peg; double buffalos; legalized; light footing it; pair of fives.

Fight (Brawl)—Knuckle buster; swamp up; dust up.

Fire Station—Smoke den; smoke eater's twenty; little red house; snake den.

First Vehicle In A Line—Front door; bush beater; nose; front; front end; rubber duck.

Flashing Lights—Advertising; bubblegum machine; big blue; red wheel; blinker.

Flatbed Trailer—Portable dance floor; trampoline.

Foul-Up—Snafu; Whoosh; gum-up.

Free Channel (No Users)—Clean; airy; open; open for business.

Fuel—Juice; slop; monkey blood; watered down beer; vitamin pills.

Full Speed—Doing it in the lefthand lane; doing our thing; drop the hammer; grinning smiles and spinning miles; got his shoes on; got my foot on it; light's green, move that machine; motor; one foot's on the floor, one's hanging out the door, and she won't do no more; I'm putting it to the floor and looking for more; the rubberband is breaking; streaking; my toenails are on the bumper.

Garage—Barn; hen house; hanger.

Gas (Or Diesel Fuel)—Go juice; go-go juice; go-go water; monkey blood; motion lotion; petro; pipeline pink.

Gas (Or Fuel) Stop—Pit stop; barn burner; juice goose; squeeze some jitney juice.

Girl (Female)—beaver; chick; fancy; cover; fox; miniskirt; muff; quasar; skirt; superskirt; sweet thing; wooly wooly; wonderful, wonderful.

Greyhound Bus—Big dog; portable waiting room; mobile mutt.

Ham Radio Operator—Big brother; sham; hamster; brass pounder.

Hidden Speed Trap—Hiding in the bushes; pink panther; lying under the leaves; sneaky snake.

Home (Residence)—Heaven; home twenty; casa; barn.

Husband—Buffalo; other man; X-Y-M; other half; weaker half; working wonder.

Idle Talker—Bull jockey; chitterchatter; yo-yo; weirdy; rubber-bander; ratchet-jaw; jaw-jacker.

Interference—Heavy; hash and trash; junk traffic.

Initial (Opening) Transmission—Break; break, break; breaker broke; break for (name); give me a shout; how about it (name); what about that (name).

International Tractor/Trailer—Cornbinder.

Interrupted Transmission—Breaking up; covered; duster; ear duster; whomped; slammed; squawked on.

Jail—Slammer; cooler, clambox.

Jamboree Season (Summer)—J-Trail.

Keying The Mike (Intentionally)—Blocking channel; button pushing; dropping a carrier; mashing the mike.
Kisses (Sign Off)—Forty-fours.
Lawful Use Of CB—Barefoot; clean; leagle beagle; talking without tripping.
Linear Amplifier—Foot warmer; hamburger helper; mother's helper; high gear; moccasins; socks; shoes; slammer; whammer.
Liquor—Cactus Juice (Tequila); kool aid (beer); ninety weight (90 proof whiskey).
Long Distance Transmission—Skip; ski; ski plane; working skip; DXing; skip talking.
Location—10-20; twenty; site; spot.
Location Of Employment—Work twenty; who do you pull for; where do you get your green stamps.
Location Of Exit—Turn twenty.
Long Distance—DX; skip.
Look—Eyeball; shoot and eyeball; check the seatcovers; shoot that line.
Lookers—Rubberneckers; gawkers.
Lose Money At The Races—Feed the ponies.
Loud Mouth Or Gossip—Bucket mouth.
Love And Kisses—Eighty eights; big eights; eights the hard way; eights around the house.
Male—Buffalo; hard ankle.
Male Homosexual—Three-legged beaver.
Marine—Pickle suiter; green machine.
Marked Police Car—Snooper; blue light; taxi; tijuana taxi.
Mechanic—Maniac; meck-i-neck; hood lifter.
Median—Grass; strip; stripe.
Meet—Put an eyeball on.
Meeting Place—Meet twenty; M-20.
Message Received—Four; ten four; four D; got the copy; 10-roger.
Meter Reading—Copy; how am I hitting; radio check; how many S-units; what am I putting on you.
Microphone—Lollipop; mike; talking tool.
Middle Vehicle(s) In A Line Of Three Or More—Easy chair; rocking chair; saddle.
Mile Post—Marker; mile marker; mini-marker; miles-maid.
Money—Greens; green stamps; lettuce; S & H green stamps; tin; trading stamps; turnip greens.
Monitor—Play basketball; copy the mail; ears on; on standby; on the

side; on the by; ready, willing, and that's about it; we're down on the side.

Motorcycle—Two-wheeler; evel kneivel; mickey mitchell.

Mountain—Hump; Texas molehole; molehill.

Movie—Flick; moom picture show; other television; outdoor TV; Hollywood hangover.

Mover—Relocation consultant; bedbug barney.

Moving—On the move; onto rubber; rolling; shaking it; stepping out; trailer trucking; trucking.

National CB Jamboree—Top Twenty.

National Guard—Weekend warriors.

Neutral Gear—Grandmother; granny gear; Georgia overdrive; Mexican overdrive; midnight overdrive.

New (Neophyte) CBer—Green apple; rubber-bander; yo-yo; weirdy.

No—Negative; negativity; negatory; suppository.

No Contact—Double sevens; negative touch; negative copy; pair of sevens; 10-77.

Nonsense—Hang it in your ear.

Not Listening—Peanut butter in my ear.

Obscene Gesture—Finger wave.

Obscene Talker—Bucket mouth; latrine lips; potty mouth; mush mouth; toilet operator.

Opposite Direction—Back yard; over your shoulder; left shoulder land; out back.

Overloaded—Fat load; tall tall; luggish load.

Pass (Another Vehicle)—Blow the doors off; dust his britches; smoke him; such him up.

Passenger—Woodchuck; rabbit; cottontail; co-pilot; hamster; shotgun.

Passing Lane—Bullet lane; bumper run; $50 lane; greenstamp lane; lefty's lane; mama's lane; monster lane; showoff side; die side; side door.

Pep Pill—Mollie; cockleburr; speed demons.

Pick Up Truck—Puppy truck; pick 'em up; cowboy cadillac.

Pigs—Four legged go-go dancers.

Place Of Employment—Salt mine; work twenty; greenstamp garden.

Police Car—Taxi; rolling bear; blue and white; mobile smoke.

Police Helicopter—Bear in the air; bear in the sky; bird in the air; bear chopper; eye in the sky; flying mounty; spies in the sky.

Police Location Report—Back fence gossip; bear story; smokey report; fix; situation; left shoulder story.

Police On The Move—Making bear tracks; bear mobiling; bear crawling; smokey on rubber; rolling smoke.

Police Radar (Speed Trap)—Bear trap; bears, aware; brush your teeth and comb your hair; camera; electric teeth; folding camera; gun-run; instamatic; Kojak with a Kodak; kodiak with a Kodak; man with a gun; picture taker; Polaroid; portrait punter; shot gun; smile in style for the next few miles; smoke screen; x-ray machine.

Police Station—Bear den; bear cage; cave; zoo; Yellowstone Park.

Police Off Duty—Smokey dozing; smoke's over; smokey's hibernating.

Policewoman—Girlie bear; smokey beaver; mama bear; lady bear; wooly bear.

Pretend—Hokem up; stupen.

Prostitute—Dress for sale; free ride; little bit; snuff dipper; pavement princess; highway hooker; trick babe.

QSL Card—Wallpaper; picture postcard.

Race Horse—Fourlegged beast.

Rear—Donkey; hind end; leavings; leaf raker; backdoor.

Radar Detector—Fuzz buster; x-ray machine.

Refrigerator Truck—Reefer; beer-reefer; ice box.

Requests For Identification—what's your handle; who's mugging the mike; who've I got there; what's on the other end; who's pushing that rig?

Residence Location—Name, rank, and serial number (actual addresses and/or phone numbers are almost never given over CB; you never know who might be listening); heaven; home twenty; 10-20.

Rest Area—Rest 'em up; down time; slow side; dump; side of the slab; slow lane.

Restaurant—Stop 'n slop; eat 'em up; bean bag; bucket stop.

Restroom Stop—Cop a coke; coke stop; go to one hundred; pop a shorter short; 0-100.

Return Trip—Backslide; flip; flip-flop; backstroke; bounce around; on a turn; rebound.

Road Conditions Good—Bring it on; clean as a hound's tooth; clean shot; strictly straight; clear as a summer's night; slick; knock it up; call it wonderful; light's green; put yourself up here; way is bueno; we're clean; we out of the woods.

Roadway Freight System—Big R.

Stopping Transmission—Back 'em on down; back it on out; backing off; backing out; cutting loose; 10-3; 10-7; we go; we gone; we went.

Strong Coffee—Java java; hundred mile coffee; coffee western style; thirty weight.

Switch Channels—Take a trip; take a turn; tickle the toggle.

Talking Too Close To The Mike—Overmodulating; blowing me kisses.

Teenager—Bubblegummer.
Telephone—Double L; land lines; T-X.
Those Present—Twelves; Twelvissimos (family).
Tires—PF Flyers; balloons; tennis shoes; pancakes; plimsoles; waffles; cats paws.
Tunnel—Hole in the wall; hallway.
Tire Trouble—Bubble trouble; pumpkin (flat); slick shoes; punctured plimsole.
Tired—Checking my eyelids for pinholes.
Tools—Straight-jacket set.
Toll Road—Green stamp road; tin slab.
Truck, Tractor/Trailer—Big car; growed up truck; whomper; set of doubles; house 'n home; box; bucket of bolts; diesel car; eighteen wheeler; 18-legged pogo stick; flat; horse; donkey.
Traffic Court—Train station; kangaroo cage.
Parking Ticket—Pink QSL card.
Truck Driver—Buddy; conman; cottonpicker; gear jammer; good buddy; hard ankle; professional; pilot; working man; road jockey; last American cowboy; knight of the road.
Tanker (Petroleum)—Petro refinery; thermos; portable pipeline; mobile oil well.
Truck Stop—Stage stop; truck 'em up stop; water hole; out of luck stop; T of A; stop 'n shop; gut buster.
Trucker's Log—Comic book; funny book; swindle sheet.
Turn—Hang; bend; break off; end around it; peel off.
Scanner—Tripper; big ears.
Scan The CB Channels—Take the trip; get on the merry-go-round; bed check; take the tour.
School Bus—Kiddie kar; winkin' blinkin'.
Sexual Contact—Clean up; little bit; the tender touch.
Shower—Rain locker.
Sight (See)—Lay an e-ball to it; shoot an eyeball; touch.
Signal Overpowering—Bleeding; coming in too torrible; whamming my jam.
Sign Off—Adios; clear, after you; clean and rolling; clear and clean; cutting loose; doing it to it, my way; down and gone; down and on the sign; (————) bound, and strutting; eights and all those other good numbers; gone; have a 36-24-36; he's laying, he's staying; I'm through; keep your wheels out of the ditches and smokey out of your britches; keep your wheels spinning and the beavers grinning; nothing but a white line and a green light; seventy-thirds to you;

ten-ten, till we do it again; we up, we down, we clear, we gone; we're down and out, on the side; we quit; we done dood it.

Sleep—Cut some z's; log z's; press the sheets; go horizontal.

Slow Down—Back off; back it down; back off your hammer; cool out; hammer off; high hammer; let your flaps down; pull that hammer back; jake it.

Small Delivery Van—Six wheeler.

Soon—Short, short; bit of ticks.

Speeding Car Without CB—Fourwheeler with fire in his tail; pigeon; roger roller skate; run interference; bear bait; bear meat.

Speeding Ticket—Bag; paper bag; bear bite; bite in the britches; blue slip; Christmas card; coupon; extra money ticket; feeding the bears; paperwork; piece of paper; spreading the greens.

Spouse—XY (husband); XYL (wife).

Stand By—Lay over; on the side; 10-10; down, but not out.

Steal—Rip; pull a Rip Van Winkle; get a five finger discount.

Stop—Turnover; draw it in; take it down; end on.

Turn Around—Hang a uey; flop it; flipper.

Turning Off (CB Set Or Engine)—Big switch; cut the coax; pull the plug; doing it to it.

Uneven Transmission—Breaking up; wrinkle.

Unmarked Police Car—Undressed bear; brown paper bag; pink panther; plain wrapper; sneaky snake.

Unmarried Female—YL (young lady); clean hands; no ring through her nose.

Vehicle With CB—Ears; mobile modulator; four-wheel friend; card-carrier.

Vehicle Without CB—Bobtail; latch-on; easy rider; rumble seat; slip streamer.

Voice—Modulation.

Warning Ticket—Pink slip; pink slap.

Weak Signal—Hand me another pound: hard one to pull out; heart beat.

Weigh Station—Weight watcher; scalehouse; fish (or whale) scale.

Weigh Station Inspector—Flight man; DOT man; weight watcher.

What Kind Of Rig Are You Driving?—What's your 18?

Wife—First sergeant; mama; other half; better half; warden; XYL.

Woman—Beaver; chick; cover; fox; lady breaker; mini-skirt; muff; quasar; superskirt; sweetness; wooly wooly.

Wrecker Or Tow Truck—Draggin' wagon; dragon wagon; push-puller.

Yellow Freight System—Superchickens.

Yes—Affirmative; charlie; charlie, charlie; charlie brown; definitely; four; four D; 4-10; pository; roger; 10-4; for sure; forty roger; yo.

Glossary of CB Terms

AM—Abbreviation for amplitude modulation.

ANL—Abbreviation for automatic noise limiter (see noise limiter).

Amplifier—An electronic circuit used to increase the strength of a signal so that it can activate a speaker to make the information coming through a CB receiver audible. Amplifiers are also used in special CB microphones to add power to outgoing signals.

Amplitude Modulation—The usual method of adding speech information to a CB radio carrier wave so that it can be transmitted to distant receiving equipment.

Antenna—A device, usually made of rods and wires, that is placed on a house roof or on the exterior of a car for the purpose of capturing and emanating radio signals.

Antenna, Base Loaded—A shortened mobile antenna having its loading coil located at the bottom end of the antenna whip.

Antenna, Beam—An array of elements, approximately one-half wave in length, which concentrates transmitted radio energy into a narrow angle to provide a unidirectional effect. Reception by such an antenna is also essentially from one direction.

Antenna, Center Loaded—A shortened mobile antenna having its loading coil located in the approximate center of the antenna whip.

Antenna, Coil Loaded—A physically shortened antenna that is kept electrically the required full length by means of a coil located at the bottom, center, or top of the antenna whip.

Antenna, Dipole—A basic half-wave antenna (approximately 18 feet long for CB) fed at the center. It forms the driven element of the beam antenna and is the standard against which other antennas are measured.

Antenna, Directional—An antenna which concentrates radiated radio frequency energy in essentially one direction during transmission, and receives radio energy mainly from the same direction.

Antenna, Ground Plane—A basic antenna type, usually 9 feet in height and having three or four radial arms at the lower end to form an electrical ground.

Antenna, Omnidirectional—An antenna that transmits (and receives) equally well in all compass directions. Also known as nondirectional —an inaccurate and misleading term.

Antenna, Whip—A simple vertical antenna of the kind usually mounted on the rear bumper of a vehicle.

Antenna Matcher—CB accessory used to correctly match the impedance of a transceiver with its cable and antenna system impedance.

Attenuation—The decrease of electrical current, voltage, or power relating to audio, radio, or carrier frequencies in a receiver or transmitter. For example, an attenuated audio signal is one that has been "turned down" in volume.

Band—A range of frequencies between two stated limits. Citizens Band includes all frequencies from 26.965 to 27.225 MHz. One additional frequency (27.255 MHz) outside this band is also used for CB communications.

Base Station—CB radio station that is usually installed in a fixed location (as in a home) and most commonly operated from 120 VAC power sources. It can also be a station, even a mobile one, that serves as a control center for a group of other stations.

Beam Antenna—See Antenna, beam.

Call Letters—A combination of letters and numbers assigned (by the FCC) to each licensed CB operator to identify his transmitting stations.

Carrier—A radio wave of constant amplitude, frequency, and phase that is altered by the information (voice generated signals) to be transmitted. The selected frequency "carries" the voice information from a transmitter to any receivers tuned to that particular carrier frequency.

CB—Abbreviation for Citizens Band.

Channel—Any definite radio frequency used for communication. For example, in CB communications channel 1 is 26.965 MHz.

Channel Selector—A switch with a numbered or lettered dial on a CB transceiver that is used to select any desired communications channel.

Citizens Band—An informal term for Citizens Radio Service designed for general short-range radio communications by operators holding a Class D license issued by the FCC.

Clarifier—A fine-tuning control used on SSB type CB transceivers.

Class D—That portion of the radio communications spectrum designated for CB use.

Coax—Abbreviation for coaxial cable.

Coaxial Cable—A two-conductor cable connecting a CB transceiver to its antenna. One conductor, which completely surrounds the second, centrally located conductor, doubles as a shield to keep out unwanted interfering radio signals.

Coaxial Connectors—Connectors attached to two ends of a coaxial cable to facilitate the connection and removal of the cable to an antenna and a transceiver.

Crystal—In CB, either a natural quartz crystal or a synthetic crystal that has been shaped to proper size so that it will vibrate at any desired frequency. Crystals provide the specific frequencies for the various CB channels.

DB—Abbreviation for decibel, and normally written dB.

Decibel—The standard unit for expressing relative power levels, most familiarly in relation to audible sound. This is a logarithmic system in which 0 decibels represents the threshold of detectability, 10 dB represents 10 times greater intensity, 20 dB is 100 times the threshold intensity, 30 dB is 1,000 times and so on.

Delta Tune—Fine tuning control found on better quality AM type CB transceivers. Used to adjust a channel frequency to a slightly higher or lower frequency to match an off frequency used by a transmitting station.

Directional Antenna—See Antenna, directional.

Driven Element—The portion of any antenna array that receives power directly from a transmitter or that is directly connected to the input of a receiver.

Dual Conversion—A type of receiver circuit that improves selectivity.

Effective Radiated Power—A measure of signal power actually radiated from a transmitter antenna. It may be stronger or weaker than the power applied to the antenna by the transmitter, depending on whether the antenna provides positive signal gain or instead weakens the input.

ERP—Abbreviation for effective radiated power.

FCC—Abbreviation for Federal Communications Commission.

FET—Abbreviation for field effect transistor.

Field Effect Transistor—A semiconductor, used in high-performance receivers.

Frequency Synthesizer—Circuit used in CB transceivers to provide all 23 channels by "synthesizing" some of the channel frequencies from a limited number of crystals.

Front-To-Back-Ratio—A rating describing the amount of signal pickup from the front of a directional beam antenna as compared to pickup from the rear. The higher the dB rating, the better.

Gain—Any increase in power.

Gamma Match—A special rod assembly added to the driven element of a beam antenna for impedance matching. It allows a 52-ohm coaxial cable to be connected to the driven element at a 52-ohm point for best transfer of energy.

Ground—A metallic connection to earth, or to a conductor substituting for the actual earth, to establish a zero electrical potential.

Ground Plane Antenna—See Antenna, ground plane.

Ground Wave—A radio wave that travels close to the earth's surface instead of toward the upper atmosphere. Effective CB communication depends on concentrating all possible transmitted radio energy into ground waves.

Guy Wire—A wire used to brace the mast or tower of an antenna to stabilize it.

Ham—A licensed amateur radio operator using transmission frequencies outside the CB band.

Handset—A telephone-type receiving speaker and transmitting microphone used on some CB transceivers, mainly to facilitate communications in noisy surroundings.

HELP—Acronym for one of many volunteer groups that monitor channel 9 which is restricted to emergency calls.

Hertz—A modern expression for "cycles per second." Abbreviated Hz.

Ignition Noise—Interference to CB communications caused by radio waves generated by sparking equipment such as spark coils, distributors, and electric motors.

Image Rejection—The suppression of unwanted and interfering "image-frequency" signals in a superheterodyne receiver.

Impedance—The opposition an electrical circuit offers to the flow of alternating current. Measured in ohms, like ordinary resistance.

Impedance Match—The equalization of the impedances of connected and related portions of a system (transceiver, cable, and antenna) to achieve maximum flow of energy through the system.

Input—The driving force applied to any electrical circuit or device. Also the terminals to which the driving forces are applied.

Interference—Disturbance of received radio signals by stray energy originating from natural atmospheric conditions, electrical devices, or from other stations operating on the same or adjacent channels.

Jack—A socket to which a connecting plug, like that at the end of a microphone cord, is attached.

KHz—Abbreviation for kilohertz, formerly stated as 1,000 cycles per second.

Kilo—Prefix meaning 1,000.

LED—Abbreviation for light emitting diode used for panel lights and digital readouts in many kinds of electronic equipment.

License—The permit you obtain from the FCC to operate your CB equipment legally.

Lightning Arrester—A device containing spark gaps and attached to an antenna system to channel lightning currents safely to earth.

Line Of Sight—The direct path from one point to another. CB radio waves travel essentially along line-of-sight paths, hence any obstructions such as hills, large buildings, or forests in that path will weaken the transmitted signals.

Loading Coil—A coil of wire added to a shortened mobile antenna to make the antenna **electrically** as long as it should be.

Meter—A measuring device, usually consisting of a scale and moving indicator needle. Several types are used on CB transceivers to indicate incoming and outgoing signal strengths.

MHz—Abbreviation for megahertz, which is equivalent to one million cycles per second.

Microphone—A device for converting sound waves into electrical signals.

Mismatch—The condition in which the impedance of one component (for example, a transceiver) is not matched with the impedance of related components (cable and antenna system).

Mobile Radio—A two-way radio that is installed in a car, boat, truck, or other vehicle or that is fully portable by a person walking, on horseback, or bicycling.

Modulate—Adding voice information onto a transmitted radio signal.

Modulation—The modification of a carrier radio wave by the voice or other information to be transmitted. A receiver **de**modulates the combined signals to retrieve the modulating information.

Nickel-Cadmium Cell—A "battery" that can be recharged repeatedly with an accessory recharger. An expensive but often desirable alternative to ordinary flashlight dry cells to power walkie-talkie CB transceivers.

Noise Blanker—A circuit that momentarily silences a receiver when it detects brief noise bursts. There is no perceptible loss of audio intelligence.

Noise Limiter—Circuit for reducing noise or interference caused by auto ignition systems. Usually referred to as ANL (automatic noise limiter).

Omnidirectional Antenna—See Antenna, omnidirectional.

Part 95—That portion of the FCC Rules and Regulations that pertain to legal operation of CB equipment.

Peak Envelope Power—The maximum measurable power developed by a single sideband type transmitter during signal peaks.

PEP—Abbreviation for peak envelope power.

Phone Patch—Device for coupling a CB transceiver to a telephone to extend communications over land lines.

PTT—Abbreviation for press-to-talk or push-to-talk which is a button

on a microphone that is pushed to put the transceiver into transmit mode and released to return it to receiving mode.

Public Address—A feature found on more expensive CB transceivers that permits use of the transmit system as a public address system. Connections to the regular antenna are disconnected automatically when the set is switched to the PA mode.

Q Signals—A three-letter code system in which each code item begins with Q. Not generally used by CBers (see Ten Code).

Radio Frequency—Electromagnetic energy usable for radio communications.

Radiotelephone—The complete system (transmitter, receiver, etc.) used in two-way transmission and reception of sounds by radio.

Range—The maximum distance over which reliable communications can be maintained.

REACT—Acronym for the largest volunteer group monitoring CB channel 9 which is reserved for emergency calls. Means Radio Emergency Associated Citizens Teams.

RF—Abbreviation for Radio Frequency.

RF Gain Control—A kind of "volume" control found on better transceivers that permits attenuation (weakening) of an incoming radio signal to blank out weak interfering stations without losing a desired strong station.

Rig—Slang term referring to a transmitter or transceiver.

Rotator—A motor-driven assembly used to turn an antenna. Used to point beam directional antennas in desired compass directions.

Scanner—A monitor receiver that sequentially samples, or "scans," several selected frequencies or channels and automatically stops at any channel on which there is an incoming signal.

Selectivity—The ability of a receiver to ignore transmission carried on frequencies other than the one to which the receiver is tuned.

Sensitivity—The ability of a receiver to detect weak signals. It is measured as the minimum input signal required to produce a specified output at an also specified signal-to-noise ratio.

Sidebands—The frequency bands on each side of a carrier frequency. Voice intelligence is imposed on these sidebands.

Signal-to-Noise Ratio—A ratio comparing the strength or magnitude of a desired signal with the strength of the noise generated by a receiver.

Single Sideband—A transmission system in which only one of the two sidebands produced during modulation is actually used for transmission. The other sideband is suppressed, as is the carrier wave.

Skip—Phenomenon of radio transmission over relatively long distances caused by the signal being reflected back to earth by the ionosphere. It is illegal to use skip to extend CB communications beyond a 150-mile limit.

Sky Wave—A radio wave that has been reflected back to earth by one of the layers of the ionosphere.

S-Meter—A meter used in some CB transceivers to indicate the strength of a received signal.

S/N—Abbreviation for signal-to-noise ratio.

S+N/N—Abbreviation for signal-to-noise ratio, but one which includes background noise coming to a receiver along with the desired signal for comparison against the strength of noise inherent in the receiver circuitry.

Speech Clipper—An amplitude limiting circuit that cuts off the peaks of a speech frequency signal. Used in AM voice transmission to maintain a high average percentage of modulation.

Squelch—A receiver circuit designed to reduce background noise in the absence of signals.

SSB—Abbreviation for single sideband. Also shorthand for a type of CB transceiver that utilizes single sideband transmission and reception.

Standing Wave Ratio—A ratio that indicates how much of a transmitter output signal is reflected back by the antenna/cable system to be lost as heat.

Static Discharge Unit—A grounded protective device placed into the input line of a transceiver to prevent the build-up of static electricity.

Superheterodyne—A basic type of radio receiver that is commonly used as part of a CB transceiver.

SWR—Abbreviation for standing wave ratio.

Ten Code—A coded system for conveying specific messages quickly in which each code is prefixed by "10." For example, 10-4 means OK, message received, or affirmative. Another much-used code is 10-20 which refers to location.

Transceiver—A radio receiver and transmitter combined in the same cabinetry and using the same basic circuitry for both purposes.

Transistor—A solid-state device used as a component in electronic circuitry, typically to amplify signals. Transistors have largely replaced vacuum tubes in many applications.

Transmit—To send a message from one location to another, in this instance using CB communications equipment.

Transmitter—Equipment used to generate and amplify an RF carrier signal and modulate it with intelligence information (e.g. speech)

preparatory to sending it to receiving stations via radio waves.

Tuning—The adjustment of the frequency of a circuit to obtain optimum performance.

TVI—Abbreviation for television interference, in this instance caused by CB signals. Usually TVI is caused by poor TV design rather than by CB radio malfunction.

Type Acceptance—Approval of basic equipment design on the manufacturer level by the FCC.

Volume—Intensity of a sound.

Volume Control—A control knob on a radio receiver that is connected to a variable resistance used to adjust the loudness of sound coming from the receiver.

VOX—Voice operated transmitter utilizing a type of circuitry that automatically activates the transmitter when the operator speaks into the microphone. This eliminates the need to manually push a transmit button.

VSWR—Abbreviation for voltage standing wave ratio. What you actually read with an SWR meter.

Walkie-Talkie—A fully portable, battery-powered CB transceiver that can be carried on the person.

Watt—A unit of measurement of electrical power.

Wattmeter—Instrument for measuring electrical power in watts.

Wave—A physical activity exhibiting periodic (uniformly repeated) movement. Radio energy is thought of as traveling in "waves."

Wavelength—The distance from the crest of one wave to the crest of the next wave. The wavelength used for CB communications is approximately 11 meters.

Whip Antenna—See Antenna, whip.

New Official APCO 10-Signals Code

This new official 10-Code was recently adapted by the Associated Public Safety Communications Officers, Inc., as the preferred number code to be used on Citizens Band radio. It is strongly recommended for all CB communications where a coded transmission is desirable.

10-1 Signal weak.
10-2 Signal good.
10-3 Stop transmitting.
10-4 Affirmative (OK).
10-5 Relay (to).
10-6 Busy.
10-7 Out of service.
10-8 In service.
10-9 Say again.
10-10 Negative.
10-11 — on duty.
10-12 Stand by (stop).

10-13 Existing conditions.
10-14 Message/information.
10-15 Message delivered.
10-16 Reply to message.
10-17 Enroute.
10-18 Urgent.
10-19 (In) contact.
10-20 Location.
10-21 Call (—) by phone.
10-22 Disregard.
10-23 Arrived at scene.
10-24 Assignment completed.
10-25 Report to (meet).
10-26 Estimated arrival time.
10-27 License/permit information.
10-28 Ownership information.
10-29 Records check.
10-30 Danger/caution.
10-31 Pick up.
10-32 — units needed specify/ number/type.
10-33 Help me quick.
10-34 Time.

Traditional CB 10-Code

Still used by many CBers across the country, this long and often inadequate original 10-Code was taken from the emergency codes used by the military and police. No longer recommended (there are simply too many useless designations), it is rapidly being replaced by the new, shorter Official APCO 10-Signals Code. Nevertheless, since the original 10-Code is still in use, it's presented here (with a word of caution regarding certain conflicting designations between this code and the APCO version — **10-34** for example, connotes "trouble, need help" in the former, while the same designation merely means "time" or "time check" in the newer version).

10-1 Receiving poorly.
10-2 Receiving well.
10-3 Stop transmitting.
10-4 Ok, message received.
10-5 Relay message.
10-6 Busy, stand by.
10-7 Out of service, leaving air.
10-8 In service, subject to call.
10-9 Repeat message.
10-10 Transmission complete, standing by.
10-11 Talking too rapidly.
10-12 Visitors present.
10-13 Advise weather and road condition.
10-16 Make pickup at —.
10-17 Urgent business.
10-18 Anything for us?
10-19 Nothing for you, return to base.
10-20 My location is —.
10-21 Call by telephone.
10-22 Report in person to —.
10-23 Stand by.
10-24 Completed last assignment.
10-25 Can you contact —.
10-26 Disregard last message.
10-27 I am moving to Channel —.
10-28 Identify your station.
10-29 Time is up for contact.
10-30 Does not conform to FCC rules.

10-32 I will give you a radio check.
10-33 Emergency traffic at this station.
10-34 Trouble at this station, need help.
10-35 Confidential information.
10-36 Correct time is —.
10-37 Wrecker needed at —.
10-38 Ambulance needed at —.
10-39 Your message delivered.
10-41 Please tune to channel —.
10-42 Traffic accident at —.
10-43 Traffic tieup at —.
10-44 I have a message for you.
10-45 All units within range please report.
10-46 Assist motorist.
10-50 Break channel.
10-60 What is next message number?
10-62 Unable to copy; use phone.
10-63 Network directed to —.
10-64 Network clear.
10-65 Awaiting your next message/assignment.
10-67 All units comply.
10-69 Message received.
10-70 Fire at —.
10-71 Proceed with transmission in sequence.
10-73 Speed trap at —.
10-74 Negative.
10-75 You are causing interference.
10-77 Negative contact.
10-81 Reserve hotel room for —.
10-82 Reserve room for —.
10-84 My telephone number is —.
10-85 My address is —.
10-89 Radio repairman needed at —.
10-90 I have TVI.
10-91 Talk closer to the mike.
10-92 Your transmission is out of adjustment.
10-93 Check my frequency on this channel.
10-94 Please give me a long count.
10-95 Transmit dead carrier for five seconds.
10-97 Check test signal.
10-99 Mission completed, all units secure.
100-200 Police needed at —.

International Q Signals

Q Signals were created in the early days of wireless communication to overcome language problems in international transmission and to convey frequently needed information with brevity and clarity. The Q Signals given below are those of greatest use to CBers.

Query	Reply
QRA—What is the name of your station?	The name of my station is —.
QRB—How far are you from my station?	The distance is —.

QRD—Where are you bound and where are you from?	I am bound for — from —.
QRE—What is your estimated time of arrival at — (place)?	My estimated time of arrival at — is — hrs.
QRF—Are you returning to — (place)?	I am returning to —.
QRL—Are you busy?	I am busy with —. Please do not interfere.
QRM—Are you being interfered with?	I am being interfered with.
QRS—Shall I speak more slowly?	Speak more slowly.
QRT—Shall I stop transmitting?	Stop transmitting.
QRU—Have you anything for me?	I have nothing for you.
QRV—Are you ready?	I am ready.
QRW—Shall I inform — that you are calling him on Channel —?	Please inform — that I am calling him on Channel —.
QRX—When will you call me again?	I will call you again at —.
QRZ—Who is calling me?	You are being called by —.
QTJ—What is your speed?	My speed is —.
QTN—At what time did you depart from —.	I departed from — at —.
QTR—What is the correct time?	The correct time is —.
QTV—Shall I stand guard for you on Channel —.	Yes, stand guard for me on Channel —.
QTN—Will you keep your station open for further communication with me until further notice or until —?	Yes, I will keep my station open for further communication with you until further notice or until —.
QSL—Can you acknowledge my receipt?	I am acknowledging receipt.
QSN—Did you hear me on Channel —?	I did hear you on Channel —.
QSO—Can you communicate with —?	I can communicate with —.
QSN—Will you listen to — on Channel —?	I will listen to — on Channel —.
QSY—Shall I change to another channel?	Change to Channel —.
QUA—Have you news of — (specific CBer)?	Here is news of — (specific CBer).

QUD—Have you received the emergency signal sent by —?	I have received the emergency signal sent by —.
QUF—Have you received the distress signal sent by —?	I have received the distress signal sent by —.
QUM—Is the distress traffic ended?	The distress traffic is ended.
QUO—Shall I search for —?	Please search for —.
QUR—Have survivors . . .	Survivors.
1. Received survival equipment?	1. Are in possession of survival equipment.
2. Been picked up?	2. Have been picked up.
3. Been reached by rescue party?	3. Have been reached by rescue party.
QUS—Have you sighted survivors or wreckage?	I have sighted — at —.
QUT—Is position of incident marked?	Position of incident is marked by —.

New Truckers Twelve Code

Long frustrated by the flood of new CBers now crowding the airwaves, over-the-road truckers introduced, in early 1976, a new, private Twelve Code, and advised fourwheelers and other non-trucking CBers that it was for gearjammers only—all others used the Truckers' Twelve at their own risk.

12-1 One in every crowd.
12-2 Get your own towel, mine's already wet.
12-3 I can't believe I ate the whole thing.
12-24 A pill a day keeps the doctor away.
12-25 Quit chewing the rag.
12-35 Ride on.
12-37 You're jiving me.
12-38 Get off my back.
12-39 Beats the hell out of me.
12-45 Big deal.
12-46 Here we are fellas, Miss America.
12-47 Beautiful, just beautiful.
12-48 Today's just not my day.
12-49 So much for you and the horse you came in on, too.
12-50 If you got it, a truck brought it.
12-61 Bull.

12-62 You can't fight city hall.
12-65 Screwed up like Hogan's goat.
12-69 Excuse please, couldn't find my way.
12-72 You have me confused with someone who cares.
12-73 A terrific screwing up is in progress.
12-74 That figures.
12-75 Here I am, Mr. Terrific.
12-76 Situation normal and all screwed up.
12-77 Want me to call a chaplain.
12-78 Oh my God, now he thinks he's a cop.
12-83 Who, me?
12-84 Can't receive you, a bird messed on my antenna.
12-85 Let's be careful and let someone else do it.
12-86 I think you have problems, stupid!
12-94 Mobile, you have motor oil in your mouth.
12-96 CB maniacs of America, unite.
12-100 Just another coton-picking truck driver.
12-200 Don't mess with me.

WARNING: You are advised to use this Twelve Code if, and only if, you are big enough or fast enough to keep your own tail from being kicked.

Black Horse Code

One of several less-used number codes, the Black Horse Code nevertheless provides a quick and widely accepted means of transmitting a message where privacy or clarity is important. Of uncertain origin, this code probably is derived from one or more international shortwave codes. Messages can be transmitted using either letters or numbers first. If this code is used, a copy must be included in your station records.

Code	Meaning
B	1
L	2
A	3
C	4
K	5
H	6
O	7
R	8
S	9
E	0

The Phonetic Alphabet

Anybody who's ever seen a war movie knows that the phonetic alphabet is the best and clearest way to transmit an important message, whether it means raining down an artillary barrage on the enemy front lines or directing the amphibious landing craft to the right landing beach. The designations have changed over the years, but the phonetic alphabet is still your best bet in a critical emergency situation. Here are the latest code letters and their phonetic designations:

A—ALFA
B—BRAVO
C—CHARLIE
D—DELTA
E—ECHO
F—FOXTROT
G—GOLF
H—HOTEL
I—INDIA
J—JULIET
K—KILO
L—LIMA
M—MIKE
N—NOVEMBER
O—OSCAR
P—PAPA
Q—QUEBEC
R—ROMEO
S—SIERRA
T—TANGO
U—UNIFORM
V—VICTOR
W—WHISKEY
X—X-RAY
Y—YANKEE
Z—ZULU

Truck Channel Locator

Although truckers almost universally detest having to put up with fourwheeler conversation, they are not only tolerant, but also excellent sources for the best road information, smokey reports, and weather conditions. Remember, though, gearjammers drive for a living and can't afford to waste a lot of time with useless, mindless chitchat. And forget about asking truckers for the best eating spots along the road—that myth can be exploded by a quick look at all the antacid pills and upset stomach remedies lined up along every truckstop cash register.

You can usually find over the road truckers using these channels almost exclusively in the following sections of the country:

Northeast	—Channel 19
Southeast	—Channel 15
Midwest	—Channel 10
Mountain States	—Channel 10
Southwest	—Channel 19
Far West	—Channel 19
Northwest	—Channel 15

Note: the official FCC-designated calling channel is Channel 11, although almost no one but new CBers ever takes advantage of this

clutter-free channel. More and more truckers, in fact, are asking for Channel 19 as an exclusive truckers channel, and those eighteen-wheelers still hanging out on other channels may soon be forced to move to one-niner, the "diesel digits" channel.

CB Channels

Channel	Frequencies	Channel	Frequencies
1	26.965 MHz	21	27.215 MHz
2	26.975 MHz	22	27.225 MHz
3	26.985 MHz	23	27.255 MHz
4	27.005 MHz	24	27.235 MHz
5	27.015 MHz	25	27.245 MHz
6	27.025 MHz	26	27.265 MHz
7	27.035 MHz	27	27.275 MHz
8	27.055 MHz	28	27.285 MHz
9 (Emergency)	27.065 MHz	29	27.295 MHz
10	27.075 MHz	30	27.305 MHz
11	27.085 MHz	31	27.315 MHz
12	27.105 MHz	32	27.325 MHz
13	27.115 MHz	33	27.335 MHz
14	27.125 MHz	34	27.345 MHz
15	27.135 MHz	35	27.355 MHz
16	27.155 MHz	36	27.365 MHz
17	27.165 MHz	37	27.375 MHz
18	27.175 MHz	38	27.385 MHz
19 (Truckers)	27.185 MHz	39	27.395 MHz
20	27.205 MHz	40	27.405 MHz

24-Hour Time

Proper broadcast procedure includes referring to the time of day international style, or in 24-hour time, rather than the twelve-hour system ordinarily used in the U.S. Most CBers find 24-hour time more convenient and certainly easier to understand. Usually the time is given as a literal verbalization of the numerical hour (example: 1:15 becomes oh-one-one five or oh-one-hundred-fifteen). The guide below gives the time of day as used by most CBers:

Midnight	**2400**	
One o'clock in the morning	**0100**	(Oh one hundred hours)
One-fifteen in the morning	**0115**	
One-thirty in the morning	**0130**	
One-forty-five	**0145**	
Two o'clock	**0200**	
Three o'clock	**0300**	
Four o'clock	**0400**	
Five o'clock	**0500**	
Six o'clock	**0600**	
Seven o'clock	**0700**	

Eight o'clock	**0800**	
Nine o'clock	**0900**	
Ten o'clock	**1000**	(ten hundred hours)
Eleven o'clock	**1100**	
Twelve o'clock	**1200**	(noon time)
One o'clock	**1300**	(add one hundred to twelve hundred)
Two o'clock	**1400**	
Three o'clock	**1500**	
Four o'clock	**1600**	
Five o'clock	**1700**	
Six o'clock	**1800**	
Seven o'clock	**1900**	
Eight o'clock	**2000**	(Twenty hundred hours)
Nine oclock	**2100**	
Ten o'clock	**2200**	
Eleven o'clock	**2300**	

Stop in the Name of Law

State Police (or Highway Patrol)
barney
boogieman
Kodiak
Kojak
pink panther
pole cat
Roger Dodger (Missouri)
sloppy joe
state bear
yellowbelly (Texas)
Yellowstone Parker
Yorker (New York)
whatever
white knight

Local or City Police
blue boy
city kitty
city smoker
honey bear (female)
little bear
local bear
local boy
mama bear
metermama
Mickey Mitchell
Mickey Mouse

County Police (or Sheriff's Deputies)
county mounty
local yokel
seeing star
silver star

Other Police Officials
baby bear
barney bear
bearded bear
big brother
cameraman
evel kneivel
picture taker

portrait painter
red wheeler
salt and pepper
undressed bear (plainclothesman)
wooly bear

Federal Communications Commission
Candyman
Fox Charlie Charlie
Friendly Candy Company
Mother-in-law
Uncle Charlie

Other Law Enforcement Officials
Friendly Bunch of Idiots—FBI
Greenstamp Collector—IRS
John Law—Justice Dept.
Man In Blue—Policeman (general)
The Man—any law enforcement official
Weight Watcher—ICC inspector

CB Atlas

Akron, Ohio	Rubber City
Alaska	Eskimo Pie Land
Amarillo, Texas	Big A
Arkansas	Hog Country
Atlanta, Georgia	Hot Lanta
Baltimore, Maryland	Bag City
Boise, Idaho	Spud City
Boston, Massachusetts	Bean Town
Breezewood, Pennsylvania	Motel City
Cape Kennedy, Florida	Space City
Charleston, West Virginia	Pothole City
Chattanooga, Tennessee	Choo Choo Town
Chicago, Illinois	Chi Town (also, Mr. D's)
Cincinnati, Ohio	Queen City
Covington, Kentucky	Sin City
Dallas, Texas	Big D
Denver, Colorado	Mile High City
Detroit, Michigan	Diesel City (or MoTown)
Disneyland, California	Cinderella City
Disneyworld, Florida	The Real World
Elizabeth, New Jersey	Big E
Flagler, Arizona	Flag Town
Florida	Alligator Alley (or the Bikini State)
Forest City, Arkansas	Bar City
Ft. Worth, Texas	Cow Town

Gary, Indiana	Soot City (or Smokestack City)
Harrisburg, Pennsylvania	H-Town
Hollywood, California	Tinseltown
Hopkinsville, Kentucky	Hop-Town
Hotsprings, Arkansas	Hot Water City
Houston, Texas	Astrodome City
Huntsville, Alabama	Spaceship City
Idaho	I-Down
Indianapolis, Indiana	Circle City
Iowa	I-Up
Irving, California	Bung Hole City
Jackson, Mississippi	Capital J
Jackson, Tennessee	J-Town
Jacksonville, Florida	J-Ville
Kansas City, Missouri	Kay Cee City
Kentucky	Finger Lickin' Country
Knoxville, Tennessee	K-Town
Las Vegas, Nevada	Dice City (also Gambling Town)
Little Rock, Arkansas	Rock City
Los Angeles, California	Shakeytown
Louisiana	Lucy Anna
Louisville, Kentucky	Derbytown
Maryland	Piggybank State
Memphis, Tennessee	Big M (or River City)
Milwaukee, Wisconsin	Beer City (also Brown Bottle City)
Mississippi	Magnolia State
Missouri	Tell-Me State
Montauk, L.I., New York	Shark City
Montgomery, Alabama	Monkey Town
Nashville, Tennessee	Nastyville (or Guitar City, or Music City)
Newark, New Jersey	Dirtyside City
New Orleans	Superdome City
New York City	The Big Apple (or Default City)
New York State	The Rock's Park
Pennsylvania	Pennslomania
Phoenix, Arizona	Cactus Patch City

Ohio	Buckeye State
Oklahoma City, Oklahoma	O-City
Omaha, Nebraska	O-Town
Oregon	God's County
Pittsburgh, Pennsylvania	Power City
Portland, Maine	Shy Town
Portland, Oregon	Rose City
Reno, Nevada	Divorce City
Rhode Island	Mini State
Roswell, New Mexico	Cactus Patch
San Clemente, California	Tricky Dick's
San Diego, California	Dago City
Sandusky, Ohio	Sharp City
San Francisco, California	Friskie City
Shreveport, Louisiana	Sport City
Tampa, Florida	Cigar City
Topeka, Kansas	Twister City
Tucson, Arizona	Big T
Washington, D.C.	Watergate City
Washington (state)	George's Country
West Virginia	Pothole State
Wheeling, West Virginia	The Hole in the Wall
Wisconsin	Land of Milk and Honey
United States of America	CB Land

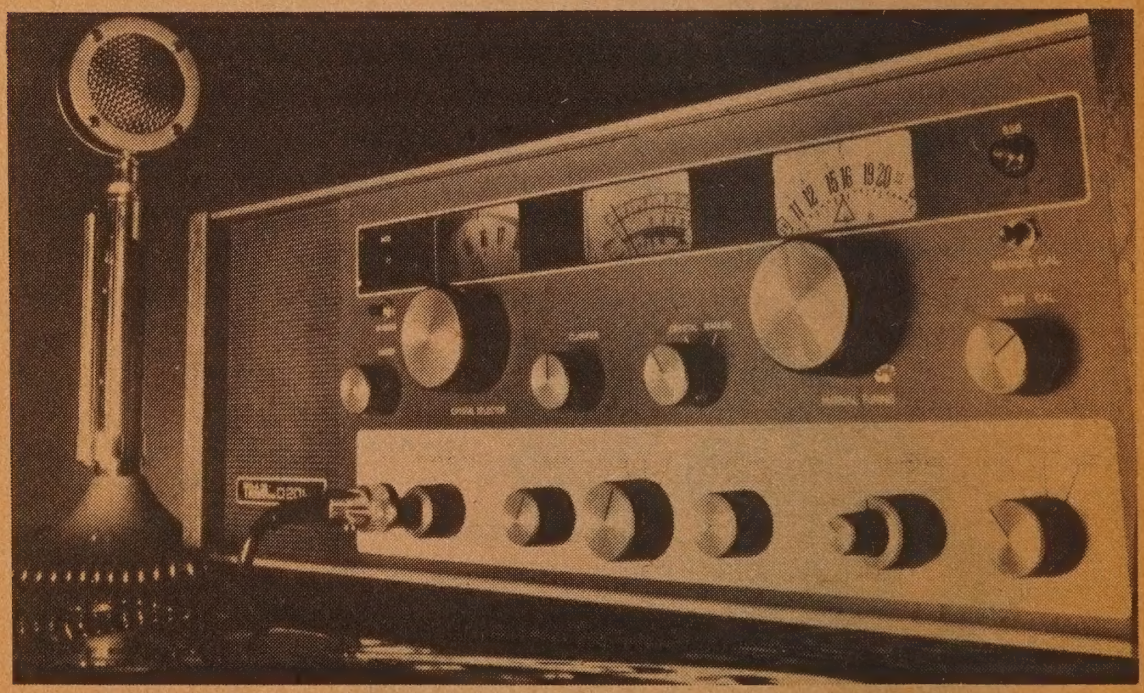
The Midland 77-825 is an unusually compact AM transceiver designed especially for small car installation.

S-Meter Measurements

Most CB transceivers these days are equipped with an S-meter, a measuring device which indicates the strength of an incoming signal. This strength is measured in S-units up to a reading of S-9, and then in dB (decibels). Most CBers refer to S-units as "pounds." The table below shows you how to read an S-meter:

Signal Strength

1 Faint signal, barely perceptible.
2 Very weak signal.
3 Weak signal.
4 Fair signal.
5 Fairly good signal.
6 Good signal.
7 Moderately strong signal.
8 Strong signal.
9 Extremely strong signal.



Tram D201 SSB/AM base station. The use of SSB increases range and reduces interference on all forty channels.

Chapter 5

How to Avoid Mike Fright and Other Broadcasting Hang-Ups

Now that you've gotten a good background regarding CB hardware, FCC Rules and Regulations, and the whole lexicon of CB talk, you may think you're ready to plug in and begin broadcasting. Clutching your Class D Temporary Permit (FCC Form 555-B) you survey your equipment, making sure that everything is in good working order. And now that you are there, switched-on and ready for anything, what happens? Probably nothing. You sit there, staring ahead blankly, holding your microphone as if it's poor Yorick's skull, and a senseless squawking from your speaker fills the air. What can you do to overcome that inevitable case of first time mike fright?

Relax and take a couple of steps backward. Remember, you're joining an informal fraternity of other CB operators. You are also becoming a citizen of CB Land, and like any new émigré anywhere,

you have got to learn the unwritten (as well as the written) rules on how to conduct yourself in a new society.

Should You Have A Handle?

One of the very significant delights of Citizens Band radio is the ease of access and almost total anonymity you can have by merely "getting out" and on the air. Technically, you merely have to introduce yourself by your FCC designated call letters or station call sign. But CB is the people's medium and calls for a good deal more informality and a lot more originality than that. Therefore, hang a handle on yourself even before you begin broadcasting.

What's a handle? Simply your own, personal CB nickname. Your handle can be anything you like—it can contain a reference to your size, ("Big Mac"); shape, ("Short Stuff"); ethnic origin, ("The Mad Hungarian"); hometown, ("Yorker"); particular fantasy, ("Love King"); occupation, ("Truck Jockey"); financial condition, ("Easy Money"); even your own inability (or ability) as a CB broadcaster, ("Ratchet Jaw"). Handles are part of the folk-culture that make CB such a fascinating reflection of America today. Choosing and using your own handle is truly one of the more joyful aspects of Citizens Band radio.

A word about Handle Registries. It is possible, by the way, that you may settle on a handle that is already in use. Because some people can't delve any deeper into their creativity than the latest CB hit record, you'll find literally hundreds of "Rubber Ducks" and "White Knights" scattered all across the country. But if you want to make sure you own CB handle is not only original, but also "copyrighted," you might

The Realistic TRC-467, available from Radio Shack Stores, covers the full 40 channels with a large, easy to read dial.

check out one of the several national handle registries which offer a "clearing house service" in handle checks, and publish annual directories listing all registered handles, plus the dates each handle was "officially" registered. These listings not only tend to discourage others from co-opting your particular handle; they can also settle any argument as to who had what handle first. Whether you register your handle or not, however, you won't really feel a part of CB culture unless and until you have one. So get to work and cloak yourself in the best handle you can come up with before you attempt going on the air.

Next, understand that the FCC Rules and Regulations, Part 95, which govern operation of Citizens Band radio, are there for a purpose —your benefit and the benefit of all others using CB. Once you're on the air, you'll encounter hundreds of infractions, and perhaps wonder if anybody at all actually obeys the Rules. Most CBers do, of course, or the airwaves would be virtually unusable. The thoughtless few, however, seem to stand out and make it hard on everyone else. They can keep you from enjoying (or even using) your CB radio. So read and understand the Rules and then make a firm resolution to obey both the spirit and the letter of the law.

Now you're ready to begin tackling some basic broadcast procedures. Once you've mastered these easy and universal techniques, you won't have to worry about mike fright ever again. First, the most important (unofficial) rule governing all CB operations is courtesy. Respectful and courteous communications procedures will carry you far into the heart of CB Land, and without some ordinary politeness you may never get past an opening "break." There is always someone out there, you see, waiting for your call. But there's no guarantee that anybody ever has to answer you. And any conversation that begins in a rude or thoughtless manner is sure to be one-way.

Take a tour of the channels, therefore, to see what the airwaves sound like. Starting at Channel 1, switch from channel to channel until you have found some interesting sounds. Then wait for an opening. Don't just barge right into the middle of someone else's conversation. When you hear an appropriate pause or can determine that a conversation has been concluded, push the "talk" button on your mike, and ask for a "break," making sure you give your handle at the same time. FCC regulations require that you also give your call sign at the beginning and end of each transmission or series of transmissions, but at least at intervals not to exceed ten minutes. The best way to begin a conversation, therefore, would be something like

the following: "Breaker One-One (the channel you're on, in this case Channel 11). This is "The Rolling Stone," KFW-98789. Come on." Then wait for a reply. If none is forthcoming, repeat your message a minute or two later. If you still are getting no response, try once more and then move on to a different channel. Your potential conversational partner has probably left the air.

If you're monitoring a channel, on the other hand, and someone asks for a "break," the proper way to respond is to identify yourself, perhaps like this: "This is Snake Eyes, KWF-49576. Come on breaker." If someone breaks into an existing conversation, only the people actually involved in that conversation should respond. If someone who is merely listening to the radio were to acknowledge the break, then the airwaves would be cluttered with conflicting responses.

Naturally, there will be occasions when a conversation will involve three or more people. Sometimes an outside party may wish to break in and engage one of the conversants in a separate conversation. The best procedure to follow in such a situation is for the outside party to say simply, "Breaker, breaker," and then wait for the proper acknowledgement. Upon receiving it, he may then call the specific person he wishes to talk to by his appropriate handle and ask him to "Take it to" another channel. The other person should then confirm acknowledgement and move to the designated channel.

What About Channel Eleven?

Originally, the FCC designated channel 11 as the national "calling" channel which was to be used only to make contact with another CBer; once the initial contact was made, you were supposed to move off to some other channel to continue the communication. The reasoning that prompted the designation of a special calling channel was simple: it eliminated the need to hunt all the way up and down the then 23 channels to find the person you wanted. You just kept your transceiver tuned to channel 11 whenever you were on standby and expecting—or hoping—for a call. Anyone looking for you would know that was where you could be found.

Unfortunately, a great many irresponsible and ignorant people misused channel 11. And since there was really no way the FCC could police the entire nation to educate the klutzes to better ways, the Commission took the easy way out by declaring channel 11 obsolete as a limited-use channel. It was reconverted to a general-use channel.

Many CBers applauded this action, others deplored it. The main argument favoring the reinstatement of channel 11 as a "calling only" channel is that at least it was possible to *tell* the violators that they were off base when yacking on channel 11; about half the time they

would promptly vacate the channel, permitting the protester to make legitimate use of the channel. Sure, this was far from being a perfect solution. But it was nonetheless far better than what we have now. At present, if all channels are in use (as is the case in most densely populated areas almost all the time) there is no way you can tell others to move off a channel long enough for you to make a contact. The best you can do is sit there with a stopwatch and insist on your turn when someone else has used his his legal five minutes talking time (after which he is supposed to be silent for at least one minute to permit others a chance to use the channel). Only it never works that way. Usually, anyone who has latched onto a channel will relinquish it reluctantly, if at all.

Now that we have 40 instead of 23 channels the need of a calling-only channel seems even more important according to its proponents. Assume that you have agreed that you will call home at a specified time on any channel that happens to be unused at that moment (you can't predict which it will be, of course). Starting with channel 1, you go up the line, shouting your call letters, handle and the home base station handle. You get no answer. Why? Because your wife, back home, is flipping from one channel to another hunting for *you,* only she stays about four channels behind you as you comb the available 39 channels. Why only 39 channels? We'll get to that right now.

Channel Nine—The Emergency Channel

One day you may find yourself listening in during an emergency situation. Don't panic. Take down all the pertinent information you can get, then be absolutely certain to acknowledge receipt of this information (so the caller knows he has gotten through to someone). Then switch to Channel 9, the FCC-designated emergency channel, and broadcast the appeal for assistance. In most parts of the country trained public-assistance organizations monitor channel 9 24 hours a day. Thus your message almost certainly will be picked up and relayed to the appropriate authorities. If you do not receive an acknowledgement on Channel 9, stay on that channel and keep broadcasting your message until you have a reply. If you fail to get a response head for the nearest telephone and call the local police emergency number. Report your own position clearly and ask if there is anything further you can do. The odds are heavily in favor of your original Channel 9 call being picked up within a few seconds of your initial broadcast. This emergency aspect of CB alone make the service an almost indispensible aid in life and property saving and has already proved itself so many times that Channel 9's emergency capabilities by themselves would justify having a CB radio in your car, home, or office. Just don't abuse this free-access, volunteer emergency service. You may find

yourself in critical need of help yourself someday and Channel 9 may be the only link you have with the outside world.

The five-day blizzard of '77, which began January 27, could have been even more of a disaster except for the dedicated labors of volunteer workers monitoring channel 9. When eight feet of snow crippled a three-county region of northeastern New York, 124 members of Unicorn Radio Emergency Associated Citizens Team (REACT) manned their CB's, four-wheel drives and snowmobiles. They aided thousands of stranded motorists as well as those in need of medical attention, food and fuel. The team's emergency headquarters were snowed under with a total of 135,000 radio and telephone calls, yet REACT members continued to provide assistance through winds of up to 50 miles an hour that were whipping up drifts as high as 30 feet.

Unicorn REACT is just one of more than 1,600 such teams with 120,000 members in the U.S., Canada and overseas which make up REACT International, Inc. This independent, non-profit public service organization is pledged to the monitoring of CB emergency channel 9 on a 24-hour basis. For further information, write to: REACT International, Inc., 111 East Wacker Drive, Chicago, Illinois 60601.

Clearly, anyone caught abusing the use of channel 9 for his own, selfish purposes should be set straight promptly by FCC authorities and by other CBers.

Cranking Up for the First Time.

At the beginning of this chapter we left you staring at your new set, with power switched on, mike ready, and with nothing much to say. Hopefully, by now we've helped you overcome most of the mike fright that besets many first time CBers. It is possible, however, that you may have found yourself listening to dozens of conversations and still have been unable to obtain a break anywhere. What to do then? You know "they're" out there. You'd sure like to talk to them. But nobody answers. What's the problem, you wonder, as you try to put a little more "Arkahoma" accent into your "Breaker, break."

Well, for the benefit of first-time CBers (and plenty of old regulars, who simply won't admit that they have difficulties—everybody does, from time to time—establishing contact, particularly in a strange territory), we've collected a few opening gambits that are Guaranteed to Get a Response. What you say next, after you've got that response is up to you. But give one of these lines a try and you won't have to wait long before you'll have someone on the conversational hook.

- Breaker, breaker. I've got a little beaver with me who's looking for her next ride. Anybody out there who can give her a lift?
- Everybody see that smokey in the plain white wrapper? He's laying down his rubber and looks like he's got some bear bait between his sights.

- Is that black van one of Uncle Charlie's field units?
- Anybody help that wooly wooly back there, she looks like she could use some assistance.
- Watchout for that undressed bear on wheels. Everybody got him twentied?
- Wow! I just talked to a bodacious pavement princess on another channel and can't believe she's just looking for a little polite conversation.

Of course, if you're female, your opening gambit can merely be "hello." CBers everywhere (male and female) respond almost automatically to the sound of a female voice. It makes little difference what its owner actually looks like. The particular effects of CB transmission make any beaver sound like the most seductive, sensuous broadcaster since Tokyo Rose.

Naturally, it's illegal to use your Citizens Band radio for any purpose that violates the laws of the local, state or federal government. It's also pretty unwise, since you can never be sure who is listening to your conversation. Nevertheless, the incidence of CB-organized crime —particularly holdups and robberies–is growing. Often, crime operations are quarterbacked by a lookout using a predetermined code. The recent Boston school bus riots were also said, by both local and Federal officials, to have been organized and orchestrated over CB. So were the "drive-ins" at New York's JFK airport, when thousands of local residents simply blocked the airport's entrances several weeks in a row to protest the SST Concorde's landing there. The country and western star, C.W. McCall, (whose great CB hit, "Convoy," introduced Citizens Band language to the world at large), even precipitated an impromptu (though legal) automobile "convoy" during a promotional tour at an Atlanta radio station which consisted of some five thousand cars, trucks, vans, and buses. Remember that it is strictly prohibited to use the word "May-Day" or other international distress signals except where there is grave and imminent danger to life and property and immediate assistance is needed. Nor should you use the emergency channel (9) for anything other than emergency communications.

Remember, the Citizens Radio Service is just that—the property of citizens everywhere. For that reason, you must also refrain from using indecent language, communicating obscene or profane messages over the air, whistling, singing, or broadcasting music or continuous audio tones. (Some devilish deviants have even devised a contraption known as a "gooney bird" which transmits an irregular but piercing tone which can disrupt any legitimate use of a channel. This, too, is illegal.) Although the FCC does not ask you to make any such representation, you should at least act like a responsible, civilized adult when you're

on the air and exhibit a natural respect for the rights and feelings of others. Do unto your fellow CBers as you would have them do unto you. That's the best rule ot follow and the only way "junk traffic" is ever going to get cleared off the airwaves.

The FCC modified the communication-time rule in late 1975. Continuous, on-the-air broadcasting was previously allowed for only five minutes at a time. This period had to be followed by a minimum of five minutes of silence. Today, this rule has bee amended so that it's perfectly legal to broadcast for as long as you want, provided you take a one-minute break after every five minutes of conversation.

While many CBers would frown at this kind of monopolizing of the airwaves, a gentleman named Pat Smith in Shelbyville, Indiana, recently established a new world's record for the most hours spent talking continuously on Citizens Band radio. "It just sort of started by accident," Smith says, "when I began broadcasting late on a Sunday afternoon. I was talking to this guy and somebody else came on and wanted to know how long we were going to be talking. I said 100 hours, and before long, other people were calling in, urging me to do it." Smith's subsequent talkathon lasted from 5 pm Sunday, April 18, 1976, to 9 pm Thursday, April 22, 1976. Smith swears that he abided at all times by the FCC regulations and broke every five minute stretch of conversation with the required minute of downtime.

Talking over CB, however, is vastly different from most other systems of two-way communication, such as the telephone. You cannot interrupt the other party and he or she cannot interrupt you. In fact, the transition from talking to listening (and vice versa) can sometimes be awkward, indeed. That's why many CBers expedite their conversations by using phrases like "over" or "go" when they're through speaking. This way, they are tacitly acknowledging that there is a time limit on CB conversations and they're recognizing that those unnecessary pauses while waiting for the other fellow to reply can really add up and may put you over the time limit.

Anybody purchasing a CB unit generally does so with a specific purpose in mind: he wants to get out on the air. But after you've exhausted the conversational possibilities with friends, family, neighbors,

and the people in your office, you may begin looking around for others who share your interest in broadcasting. You won't be alone, and that's why a tremendous growth in informal "coffee breaks" and CB social clubs has occurred over the past several years. You can find out about the organizations in your area simply by asking over the air when and where the next coffee break will occur. You can also check with your local CB or electronics retailer. He will, in all likelihood know (or even be a member of) one or more CB clubs close by. Once you've become a part of a real CB coffee break, you'll begin to meet hundreds of other CBers, many of whom will provide you with tips and advice on equipment, performance, and other technical matters, but most of whom have joined together merely to share their common interest in the social side of CB. It is possible to pick up used equipment and accessories at coffee breaks, but even if the "good buddy" who's offering you a piece of bodacious hardware is your best friend, it's always a good idea to "road test" the rig to make sure it's everything it's advertised to be. Sometimes even the seller won't know when a unit is about to give out—he may merely have tired of it and decided to up-grade himself with a new rig.

About the only real unanswered question CB has posed is where it will ultimately take us. With dozens, if not hundreds of potential new channels to be opening in the next few years, and literally millions of new "good buddies" speaking compulsively in the sometimes inelegant tongue of CB Talk, what will happen to our ordinary everyday language? Will the language of the eighteen-wheeler replace conversational English?

Such gloomy fates seem hardly likely. CB provides too many valuable uses and affordable benefits to simply fade away. The new "radiddio," in fact, offers a unique kind of open-mike talk show that entertains and instructs while conveying a genuine feeling of neighborliness seldom experienced in twentieth century America. "When you're riding around and listening to these people" comments a Manhattan disc jockey (in Time magazine, no less), "what you hear is America at its best."

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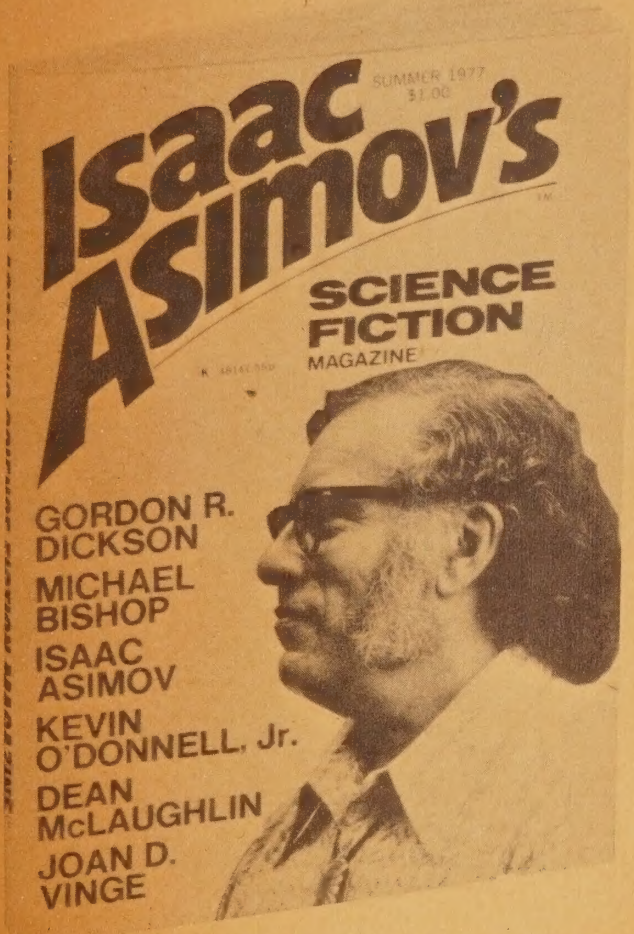

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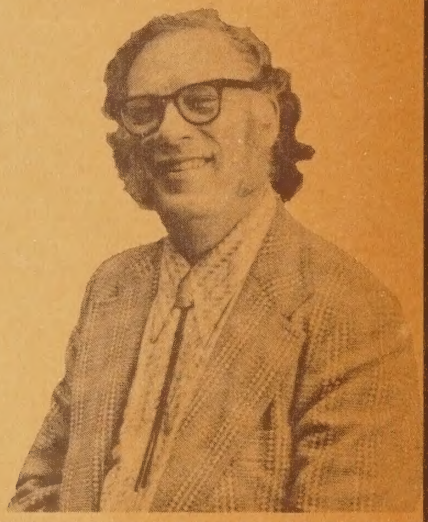

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CB LINGO

1977 UPDATE

BY THE EDITORS OF ELEMENTARY ELECTRONICS

Few saw it coming, but the phenomenon of Citizens Band Radio has already put "ears" on more than ten million Americans. And now CBers are joining the surge to Citizens Band at the rate of more than 600,000 per month. CB radio, in fact, has blossomed into a full-fledged cultural boom that could have an impact on American life as profound as that of television. A big part of this new CB culture is its language. And while there may be nothing actually "secret" about the exotic sounds of CB talk, you can't begin to appreciate or participate in the excitement, satisfaction, and convenience of this new nationwide "partyline" unless you know what's being said on CB. CB LINGO, updated for 1977, includes info on 40-channel transceivers, latest FCC Rules & Regs, plus what's new on the dealers' shelves.

CB LINGO is the most complete and comprehensive CB dictionary and phrasebook ever published. With this book, you can soon sound like an old-time "biscuit burner" (dyed-in-the-wool CBer), and avoid being mistaken for a "rubberbander" (neophyte) even if you just got your first CB rig yesterday.

CB LINGO's five chapters—160 pages in all—give you over 2000 cross-indexed words and phrases, plus all the great CB Codes, a Truckers' Atlas, Broadcasting Tips, and a Concise Background of CB History, How a Transceiver Works, and What to Expect from CB in the Future.

Chapter 1—CB Radio's Sudden Boom. How and Why It Happened. Who Uses CB Today? What's in Store for the Future?

Chapter 2—Before You Go on the Air. How CB Works. Basic Transceivers. Buying Tips. Installation. Antennas. CB Accessories: What Do You Really Need? A Word About Single Sideband. Listening In: What to Do When Monitoring.

Chapter 3—What About Your License? You and the FCC. How to Get the New "Interim Permit."

Chapter 4—The Secret Language of CB. 2000 Word CB Talk Guide. Cross-Reference to CB Words and Phrases. Glossary of Technical Terms. CB Codes, including the Ten Codes, and New Secret Truckers' Twelve Code. Where to Find the 18-Wheelers. Special Law Enforcement Guide. CB Atlas of Cities and States.

Chapter 5—How to Avoid Mike Fright. Basic Broadcast Procedures. Opening Gambits Guaranteed to Work. The Complete CBer: Don't Sound Like a Rubberbander.

CB LINGO was prepared by the staff of ELEMENTARY ELECTRONICS which has an accumulated experience in CB two-way radio of 70 years, plus an additional 84 years of two-way radio experience in the amateur and commercial fields. You have seen their articles in ELEMENTARY ELECTRONICS as well as in CB YEARBOOK, CB BUYERS GUIDE, COMMUNICATIONS WORLD, ELECTRONICS HOBBYIST, ELECTRONICS THEORY HANDBOOK, 101 ELECTRONIC PROJECTS, HI-FI/STEREO BUYERS GUIDE, and BUDGET ELECTRONICS.